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## The First Successful Railroad Projector.

COL. JOHN STEVENS AND HIS EFFORTS TO INTRODUCE RAILROADS SEVENTY-FIVE YEARS AGO—THE OPPOSITION ENCOUNTERED AND SUCCESS ACHIEVED—HIS REMARKABLE ESTIMATES AND PROPHECIES AND THEIR WONDERFUL FULFILLMENT.

While the idea of introducing railroads for general transportation purposes was first being conceived many sore disappointments were experienced by those venturesome enough to advance their theories in opposition to the prejudice of the time. The few advocates of railroads seventy-five years ago were ranked among the wildest of visionaries, and their theories fell upon closed ears or indifferent minds. Mr. Oliver Ames of Philadelphia, who nearly a hundred years ago conceived the idea of applying steam power to carriages, met with the most discouraging rebuffs in trying to advance his theories, and after most valuable service in paving the way for others received but a meagre reward for his untiring labors in behalf of public interests, for in his own day there seemed but faint promise of the practical utilization of his ideas that the world has since witnessed.

Following Mr. Ames came others working for a similar purpose, but without the power or enterprise to awaken a general public interest in the matter, and it was left to Colonel John Stevens, a resident of Hoboken, N. J., to prove himself, what may be called, our first successful railroad projector. At least this little can be given him from the standpoint of his being the first man interested in railroads to have the rare privilege of living to witness the realization of his plans and the fulfillment of his prophecies. In such a marked degree was this true that of him more rightly perhaps than of any other man could it be said that he was the father of our railroad system. While it cannot be said of him that he was the first one to suggest the use of steam power upon railroads, to his sagacity and enterprise can be attributed the first correct estimate of the advantages of railroads and the adoption of means to demonstrate the same.

Col. Stevens after having given much time

to the study of the subject, in the gathering of statistics concerning inland transportation and facts in regard to construction expenses, about the year 1810 presented the subject of constructing railroads in this State to the people of New York. Of course with him the matter was all a theory, but it was a theory founded on close observation and sound reasoning, and abundant objections were found to it by such prominent men as Gouverneur Morris, Robert L. Livingston and DeWitt Clinton. He failed to gain the approval of the State Commissioners of internal improvements but felt by no means discouraged respecting the final success of the project. His chief desire was to have the National Government interested in the matter, and he considered it, in every point of view, so exclusively an object of national concern that he would give no encouragement to the embarking of capital in it by private enterprises, until after he had ascertained that Congress was not disposed to give much attention to it. His request for Government assistance was the first appeal that had been made to the National Treasury in behalf of railroads, and in its modesty probably set the example which has been so peculiarly followed in kindred appeals of later date. He wanted two or three thousand dollars to try the experiment either in Washington or in New York.

He addressed a circular to the public in 1812 to prove the superiority of railroads and steam carriages over canal navigation, and in it he quoted a short passage from President Madison's message to the Senate and House of Representatives which may be considered perhaps as the first public recognition ever given by a President to railroads. But President Madison was very cautious in the matter and alluded to improved facilities for internal communication as being worthy of consideration. Some of the prophecies made in this circular, in as much as they were wholly based on theory, are remarkable. In regard to the rate of speed possible of attainment Col. Stevens said: "It is probable that it may not in practice be convenient to exceed twenty or thirty miles per hour. Actual experiments however can alone determine the matter and I

should not be surprised at seeing steam carriages propelled at the rate of forty or fifty miles per hour." Among his many other suggestions was the one that sails might be used to advantage on the cars at certain times if desired, an idea which had evidently occurred to him from reading accounts of the Chinese applying sails to their wheel barrows when the wind was favorable, to assist them in carrying farm products to market. It was from this suggestion that sails were actually used on cars in the early days of the Baltimore and Ohio railroad.

About 1820 Col. Stevens addressed a memorial to the Pennsylvania Legislature recommending a communication between the waters of the Ohio and those of the Delaware by a railroad from Pittsburg to Philadelphia. Though no immediate effect came from this yet it was not long before he saw several railroad projects started and with them the coming of his reward. We have not the date of Col. Stevens' death, but in 1832 he was living in New Jersey, a venerable gentleman then, but much interested in railroads still. He did much to encourage the construction of street railroads in this city at that time and the early files of the JOURNAL contain valuable correspondence from him on this and other subjects. One of his great desires had been to see America adopt railroads, with steam locomotion, before England should take the matter up. In this he was disappointed in every other respect he enjoyed the height of a successful projector's pleasure in seeing in his own country, in his ripe old age, the realization of his ideas and the vindication of his long labored for theories.

## The Government and the Pacific Railroads.

Ex-Governor Leland Stanford in his recent letter on Railroad Regulation, says: So far from the aid of the Government being sufficient to build the Central Pacific Railroad, I can say, because I know whereof I speak, that every dollar derived from the loan of the Government credit went into the construction of the railroad, together with a large amount derived from the other resources of the company, and had the company developed and created no more business than existed when the roads

were commenced, we would never have heard of such wild statements as those of Judge Black, because the roads would long since have passed into the hands of their creditors. It is susceptible of easy demonstration that the work of grading the first 150 miles of the Central Pacific Railroad from Sacramento eastward was more than would suffice to grade the road for a single track from the Rocky Mountains to the Hudson river. These Pacific roads have, in their construction and in their operation, redeemed every promise and every hope that the public entertained. Never have they failed in a single obligation to the Government, and they have done their business at rates far below those which at their inauguration were thought possible. They have largely opened up to settlement and development the greater portion of the territory of the United States. They have created vast property interests for others, and in doing so they have found their own benefit. They are prosperous roads, and their stockholders are in possession of a valuable property which has been created by their construction, and which had no prior existence. In conclusion, gentlemen, allow me to say that maximum rates determine the possibilities of minimum rates; that maximum rates have enabled railroads to develop to the extent that they have the vast resources of the country; that the railroads, in opening up new countries, adding new industries, conferring additional facilities for the interchange of commodities, and bringing the buyer and seller close together, have furnished and do furnish labor for the common welfare far beyond other agencies. The reduction of rates under the plea of regulation is a great blow to the laboring man who produces, and to the laboring man who consumes. In my opinion any reduction scarcely goes to the benefit of the many, but to that of the comparatively few and comparatively wealthy, who occupy the positions of middlemen between the producer and the consumer. This question of transportation is of an importance that prevents its being settled excepting upon just and correct principles.

#### English Railroads.

Since 1874 the net earnings of the five great passenger lines of England have advanced from 3.41 to 3.97 on the aggregate capital, while on principal mineral lines these earnings have decreased from 5.34 to an average of 4.82 per cent. As to the deaths of passengers, these have been reduced by one half, the number of accidents having been diminished by one-third, while the number of trains have increased 11 per cent since 1874. "Fraser's Magazine," in reviewing the whole problem of railway safety, insists that this can be solved only in one way, by means of the staff or permit, which insures that only one engine shall be on the same section of a line at a given time. But by this method the amount of work is very small. "For the passage of trains over the same line, in the same direction, at a different rate of speed, no absolute rule of safety exists, although the efficient working of the block

system produces an approach to safety." The danger incurred depends on the ratio between the different rates of speed. Forty miles an hour is the time on the London and Northwestern Railway, with mineral trains running at 15 miles. As the latter must get out of the way of the former there are sidings every  $7\frac{1}{2}$  miles. When, in 1840, the London and Birmingham Road was opened, 28 trains daily were all that were required. The load of the passenger train was 40 tons, and the merchandise train 98 to 99 tons. The passenger speed was 25 miles an hour, the merchandise 20. Since 1875 over this same road 127 trains ran, passenger trains being of 257 tons, speed from 25 to 40 miles an hour, while the mineral or merchandise trains are of 540 tons, with a speed from 15 to 20 miles. Of course this work is now done partly on three and four lines. As is well known, the profits of a road carrying passengers is much larger than that derived from an exclusive mineral or merchandise road. For instance, the Metropolitan Railway carries a traffic of £36,600 per mile, and the Metropolitan District of £34,000, which makes each engine on the respective lines earn in the one case £12,000 and in the other £10,000, while on some roads, doing exclusively a freight business, the annual earning of an engine is only £2,000.

#### Northern Pacific Railroad.

General Adna Anderson, chief engineer of the Northern Pacific Railroad, is reported by the St. Paul Pioneer Press as saying that, all things considered, the trip he recently made over the line of that road was not an unpleasant one. He started with a squad of six men from the end of the track of the Missouri division September 3, which at that time was 21 miles beyond Green river, and just seven weeks thereafter reached the end of the track of the Pen d'Oreille division, which was then 25 miles east of the mouth of Smoke river. The road was then graded 130 miles further east or about 50 miles from Lake Pen d'Oreille. The last 300 miles he made on horseback, being accompanied by three men.

General Anderson said that he found the line a good deal better than he anticipated. He explored a new pass called Priest's Pass, which had lately been discovered, and found it to be a most favorable one for crossing the mountains. He has now three surveying parties in the field—one about 350 miles west of Glendive Creek, another 50 miles west of Helena, and the third seeking a route across Bitter Root Mountains. He said that through Montana there was a good agricultural country, but that irrigation would have to be employed in its cultivation. In Washington Territory there is a large area of country never visited by rain or snow, where excellent crops of grain are raised without resort to irrigation. The grading of the Yellowstone division west of Glendive Creek is being energetically pushed, there having been little interruption on account of cold weather, and he feels confident that the road will reach Miles City by next July, and that the entire line will be completed in three years.

General Manager Sargent states that the first installment of the 500 tons of new rail to be delivered this winter has arrived and been sent to the front, as will the remainder as soon as it comes forward, and that track laying will be vigorously

resumed as soon as spring opens. The company has increased its orders for equipment to be delivered in the spring to 800 new freight cars.

Land Commissioner Powers states that already he is receiving daily applications for lands in Montana, both from persons living in that Territory and others intending to become colonists. The company has contracted with Mr. Hamilton, of St. Louis, for a new large ferry boat, to cost \$20,000, and to be completed by April 15, 1881. This boat will be employed in the transferring of construction material across the Missouri river at Bismarck. Although track laying on the extension of the road west of the Missouri is now suspended, a sufficient amount of construction material has been delivered at the end of the track to give employment to the working force for a month or two next spring, should there be any interruption in the forwarding of additional material in the meantime. The end of the track is less than 40 miles from the Yellowstone river, and the line will be completed to that stream as soon as the weather will permit in the early spring. One hundred thousand ties, which were cut at the headwaters of the Little Missouri, have been purchased by the company. Five thousand tons of rails are now being delivered along the line of the extension.

#### Duluth and Vermillion Railroad.

Articles of incorporation of the Duluth and Vermillion Railroad Company were filed with the Secretary of State of Minnesota on the 28th of January. The object of this company is the construction of a standard-gauge railroad from Duluth, thence to some convenient point on or near Vermillion Lake, and thence to some convenient point at or near the northern boundary of Minnesota. The amount of capital stock is \$1,500,000, in 15,000 shares of \$100 each, to be paid in from time to time upon instalments of not less than 5 per cent, upon calls authorized by the Board of Directors. The indebtedness is limited to \$1,500,000. The members of the corporation are Geo. C. Stone, R. C. Mitchell, Wm. R. Stone, J. E. Knowlton and T. L. Blood, of Duluth, and A. De Graff and C. A. De Graff, of St. Paul, who are also the Board of Directors. The road is intended to develop the iron interests of the country it will penetrate. Parties are now engaged in making a thorough exploration of the territory to be reached by the road. The distance from Duluth to Vermillion Lake northward is eighty miles on an air line, but by road it will be about one hundred miles. The articles of incorporation were filed for the purpose of applying to the Legislature for a grant of swamp lands in aid of the construction of the road, which latter will depend entirely upon the result of investigations that will be made and concluded during this and the next year.

According to the Report of the Commissioners of Railroads and Telegraphs of the State of Ohio, the number of miles of single track railroad in the State on the 30th of June, 1880, was: main line 5,256.10, branches 392.52—total, 5,648.62; double track 244.76, third rail 31.84, sidings 1,117.13—total rail in Ohio, 7,102.35 miles. The increase of main line, including branches, over 1879 is 877.58 miles. The increase of sidings is 89.92 miles. The total increase of rail laid during the year in Ohio is 1,045.83 miles.



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New York, Saturday, February 13, 1881.

Entered at the Post Office at New York, N. Y., as Second-  
Class Mail Matter.

GOVERNOR JARVIS and the State Geologist of North Carolina have astonished people who seem not to have given the subject much thought heretofore, by facts concerning the ores of that State. It is not a little astonishing that while thousands of tons of iron ore are brought from Africa every year, and carried inland by rail to furnaces 450 miles from the coast, so little has been done to utilize the almost inexhaustible quantities of better or equally valuable ores to be found in several counties of North Carolina.

A SYNDICATE represented by General Burt has been formed in Boston which, it is said, will use \$35,000,000 in securing a through line from Boston to Oswego and Buffalo, via the Hoosac Tunnel. A controlling interest in the Boston, Hoosac Tunnel and Western Railway and the consolidation of that road into one corporation with the Syracuse, Chenango and New York Railroad, the Mohawk and Lake Erie Railroad and the Troy and Saratoga Springs Railway, will form an independent through line to the Lakes. A construction company with a capital of \$10,000,000 has been formed to carry out the enterprise.

An illustration of what railroads have done to reduce the prices of necessities of life and

to establish a uniformity of valuation in our various market centres, can be found by a glance at the widely differing prices of articles fifty years ago in cities where now the quotations of one are almost identical with those of another. In the winter of 1832, New York and Philadelphia, having no railroad facilities, were paying twelve and sixteen dollars a cord for wood for fuel, while in Baltimore the prices quoted were five and six dollars; an advantage given to Baltimore by the opening of the Baltimore and Ohio Railroad a year and a half before.

A SYNDICATE is announced as having agreed to advance \$3,000,000 to pay the Atlantic, Mississippi and Ohio Railroad Company's defaulted interest provided the different towns through which the road passes give up one half of the stock held by them, which proposition has been accepted. Messrs. Jay Gould and R. T. Wilson are mentioned among the prominent members of the syndicate. The importance of the movement will be appreciated when it is remembered that this road in connection with the Selma, Rome and Dalton Railroad and the Vicksburg and Meridian Railroad will form a through line from Shreveport, La, to Norfolk, Va., that Shreveport is the terminus of the Texas Pacific Railroad and that Mr. Gould has recently purchased the Vicksburg, Shreveport and Texas Railroad.

THE consolidation of the Western Union, the American Union and the Atlantic and Pacific Telegraph Companies which has been the engrossing subject of discussion for the past three weeks in financial circles has been completed. Messrs. Hamilton McK. Twombly and C. W. Chapin have retired from the Western Union directory; Gen. Eckert has been made general manager in the place of Gen. Anson Stager, who retired after a long service and Messrs. Jay Gould, Russell Sage and Gen. Eckert have been elected directors. Mr. Gould announces that the new company has now under contract through the new cable company recently organized at Albany, the laying of two cables between this country and England early in the coming summer. It is planned, also, to lay cables, connecting at Cuba with the present system, to other West India Islands and to Brazil and other parts of South America, as well as from San Francisco to China, Japan, Oceania and Australia with a northern line by way of Puget's Sound to Alaska and Northern Asia, connecting in Kamchatka with the Russian system. It is said that since the consolidation was effected \$10,000,000 have been subscribed to carry the new cable connections into effect.

Just what the theory which prevents the New York pilots from using steam in their boats consists of is hard to comprehend, but the elements of a ridiculous prejudice and an exasperating old foggyism are evident enough in

it. The legal power of the commissioners to suspend the licenses of five pilots who were enterprising enough to introduce into our pilot system the use of a steam pilot boat seems to have been strongly supported by the decisions of two of our Judges, but this fact makes the theory involved seem none the less detrimental to commercial interests. There was a time fifty years ago when much arguing was necessary to convince fossilized and bigoted minds that some advantage might accrue from substituting steam for horse power on railroads. It would seem, though, that there ought to be no need of presenting arguments to-day concerning the desirability of at least allowing pilots an opportunity for demonstrating here, as it has been plainly demonstrated abroad and at some points on our own coast, that steam can be used to advantage in the peculiar requirements of their branch of navigation. The reliability of the power, the speed to be attained by it and the accuracy made possible by it for estimating capacity for reaching certain points in certain periods of time would seem alone to be sufficient to place steam power for pilot boats in the position of a necessity. Reasons could be multiplied to an unlimited extent for removing any prejudice the tendency of which is to check the natural advancement in methods of navigation and the operations of which cannot be favorable to securing the highest safety in ocean travel or the perfection of pilotage demanded by those who carry large marine risks and by general commerce. The Pilot Commissioners may be acting justly under the law and light afforded them; but if that is the case then they seem to be burdened with a decidedly queer law and a very inferior light for this kind of a century.

### The First Southern Railroad.

A charter was granted for the Charleston & Hamburg Railroad in January, 1828, and the books opened in the following March, and though but a small portion of the stock was taken the company was organized at that time and measures were taken for commencing work upon the undertaking. In the winter of 1828-'29 an experimental line of survey was executed and in the winter of 1829-'30 the route was fixed under the engineering management of Mr. Horatio Allen. In the meantime a section of three or four miles was constructed and put into operation. Gradually more confidence was felt in the enterprise as doubts and fears previously existing were overcome by demonstrations in England of the feasibility of railroads, but it was only by the greatest exertion that the subscription to the capital stock was increased in August, 1830, to \$600,000. The affairs of the company then assumed a promising aspect and the work of construction was rapidly pushed. In the construction of this road wood alone was used, with the exception of a flat bar of iron which was fastened to the surface of the rails, in accordance with a method of rail making just gaining popularity

at that time. Piles were driven into the ground on each side of the path, for what we now call a road bed was then simply a path for the horses which furnished the motive power, and on the top of the piles and at right angles with the path were placed sleepers. The rail of wood with the iron surface was six by ten inches square. It was considered a desirable method of construction at the time but the builders must be credited with realizing its temporary character, for it was a part of the plan to rebuild at a future period using more permanent materials at a much less expense. At the opening of the year 1832 the Charleston and Hamburg Railroad Company had about twenty miles of its proposed one hundred and thirty five in operation, and later in the same year was offering inducements to American inventors to supply locomotives of home manufacture.

#### Massachusetts Railroads.

From the report of the Massachusetts Railroad Commissioners for the year ending September 30, 1880, we learn that the aggregate capital stock was \$118,786,871 58, a net increase, compared with the previous year, of \$347,932 70; resulting from the increase of the Old Colony of \$400,000, the Massachusetts Central of \$359,866 80, the Nantasket Beach, \$79,689 62, and the Boston, Revere Beach and Lynn of \$800; being a gross increase of \$839,856 42; and from the decrease of the Lee and New Haven—dropped from the list—of \$86,923 72 and of the Springfield and Northeastern, consolidated with the Boston and Albany, of \$105,000, making a total decrease of \$491,923 72.

The net debt of the companies—the gross debt less cash assets—amounts to \$59,172,520 25; an increase of \$3,417,102 19.

The following additions, in round numbers, have been made to the gross debt: New York and New England, \$3,700,000; Fitchburg, \$590,000; Massachusetts Central, \$480,000; New Haven and Northampton, \$500,000; and New London Northern, \$750,000. On the other hand, the cash assets of all the railroad companies of the State have increased to the amount of \$1,545,403 43.

The total gross income of the year of all these corporations is \$35,140,374 77, an increase of \$4,827,410 23; being an increase of over 15 per cent, equaling the net decrease for six years ending with 1879.

The total expenses—including rents paid—of all the corporations amounted to \$23,948,559 24, an increase of \$3,789,608 56.

The net income was \$11,191,815 53, making an increase of \$1,037,801 67, or over 10 per cent. The average amount earned per mile on the eight roads of standard gauge terminating in Boston was \$12,079 70. The cost of operating per mile of road is, with two exceptions, the lowest for the last eight years, and only one year has a lower percentage of operating expenses to gross receipts.

The total amount of dividends paid amounted to \$5,987,718 64. The amount paid last year was \$5,264,481 78, an increase of \$723,236 80. Of the

sixty-three corporations thirty-two paid dividends varying from 1 to 10 per cent.

During the year 284,698 miles of steel rails were laid, against 179,840 miles last year. The increase in the number of locomotives has been 83 during the year, of passenger cars 61, and of mail and baggage cars 2,477.

#### Organization.

The Virginia Midland Railroad Company was organized at Alexandria, Va., on the 1st inst., by the election of J. S. Barbour as President and the following Board of Directors: C. G. Holland, of Danville; Charles M. Blackford, of Lynchburg; R. A. Coghill, of Amherst; William H. Payne, of Fauquier; John T. Lovell, of Warren; John W. Burke, of Alexandria; Robert T. Baldwin, J. Wilcox Brown, Robert Garrett, Osmun Latrobe, James Sloan, Jr., F. M. Keyser, John K. Cowen, and William F. Ferick, Baltimore.

Articles of incorporation of the American Cable Construction Company were filed at Trenton, N. J., on the 1st inst. The incorporators are: Denis Doren, Wager Swayne, Solon Humphreys, G. P. Morosini and A. F. Calif. The capital of the company is fixed at \$1,000,000, and the company is empowered to lay ocean cables around the world. The officers are: Denis Doren, president; G. P. Morosini, treasurer; and A. F. Calif, secretary.

The directors of the Huntingdon and Broad Top Mountain Railroad Company, elected on the 1st inst., are: President, B. A. Knight; Directors, R. Wilson, I. Devereux, J. V. Williamson, J. Long, James Whittaker, J. H. Trotter, D. J. Morrell, W. P. Jenks, C. W. Wharton, S. Field, Thomas R. Patton and Jacob Naylor.

At the annual meeting of the Providence, Warren and Bristol Railroad Company, held at Providence, R. I., on the 31 ult., the following directors were chosen: Samuel W. Church, T. P. J. Goddard, William Robeson, Henry A. Whitney, William Goddard, Francis M. Weld and A. E. Burnside.

#### Telegraphs.

The Central and South American Telegraph Co. filed articles of incorporation at Albany, N. Y., on the 1st inst. Capital, \$5,000,000. Their lines are to run from New York to Texas, thence to Mexico, and thence to South America. Jonathan Edwards, Jas. A. Scrymser and Alfred Pell, all of New York, are the stockholders.

The International Telegraph Company held their annual meeting at St. Johnsbury, Vt., on the 1st inst., and re-elected their old board of officers, as follows: Franklin Fairbanks, President; W. P. Fairbanks, Treasurer; E. W. Henderson, Clerk; Horace Fairbanks, Franklin Fairbanks, W. P. Fairbanks, Calvin Morrill, George W. Henderson, Waldo Brigham and O. S. Bickford, Directors.

The Central America Submarine Telegraph Company has been organized in Paris to connect Central America with the United States and Europe, with tributary land lines from Balize to Cuba, Spain having granted concession therefor. England offers to guarantee for twenty years the payment of £1,000 annually as the proceeds of Government telegrams to and from British Honduras. The capital of the company is £120,000.

A charter was issued on the 1st inst., at the State Department, Harrisburg, Penn., to the Mutual Union Telegraph Company, formed for the purpose of doing a telegraphic business in that and other States. The capital stock for Pennsylvania is \$50,000.

Telegrams has been received in this City announcing the completion of the Texas-Tampico section of the Mexican Telegraph Company's cable. It is expected that the Vera Cruz section will be laid in a few days.

#### Trademarks.

By direction of the Secretary of the Interior, the Commissioner of Patents issued, on the 4th inst., an order annulling all interference proceedings in trade-mark cases, and directing all applications for registering lawful trademarks to be granted in the order in which they are filed. This decision grew out of an application of J. B. Braun & Co., of Baltimore, to register the picture of a bull as a trademark for smoking tobacco. The registration was opposed by Blackwell & Co., of North Carolina, who claimed the exclusive right to the trademark and denied the jurisdiction of the Commissioner of Patents. The Commissioner decided that he had jurisdiction to declare an interference between the parties, and Blackwell appealed to the Secretary, who decided that the Commissioner of Patents had no jurisdiction in the premises, and directed him to annul the interference proceedings. The Secretary gave the Commissioner directions, however, to continue to receive trademarks for registration on a fair notice to parties that certificates issued therefor convey no legal rights.

The Eames Vacuum Brake Co. have issued a pamphlet which will be of great interest to railroad men, as it gives a detailed history of the long contested suit of Westinghouse against Eames for alleged infringement of air brake patents. The effect of giving to the public so authoritative an account of the suit will do much to establish among the patrons of the Eames Vacuum Brake Company the strength of the position held by the proprietors of this valuable brake. The pamphlet can be obtained at the New York office of the company, 15 Gold St. The motive for its publication is given in the pamphlet as follows: "We think it only just to ourselves and of the greatest possible interest to the railroad public, to make known the fact, that the Westinghouse Air Brake Company's claim to a monopoly in the use of pressure brakes, is not supported by any final decision of the Courts, notwithstanding the number of suits brought to sustain the patents on which the supposed monopoly is based."

The Lake Shore and Michigan Southern Railway Company have contracted for 55 new locomotives, 1,750 cars and a large number of passenger coaches, involving the expenditure of \$2,000,000. The company will also construct a second track on the Western division of its road.

It is stated that a survey is being made of a route for a railroad from Point Pleasant Station on the West Jersey Railroad, to Ocean City. The crossing of the thoroughfare will, it is said, be between the mainland and beach.



### RAILROAD EARNINGS—MONTHLY.

| B. C. Rapids & Northern:           | January.  | February. | March.    | April.    | May.      | June.     | July.     | August.   | September. | October.  | November. | December. | Total.     |
|------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| 1880.....                          | 184,316   | 165,170   | 188,325   | 141,652   | 149,504   | 153,375   | 143,432   | 160,160   | 179,804    | 204,991   | 189,330   | 193,068   | 2,063,131  |
| 1881.....                          | 167,760   |           |           |           |           |           |           |           |            |           |           |           |            |
| Central Pacific:                   |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 1,059,166 | 1,056,691 | 1,280,272 | 1,406,600 | 1,579,591 | 1,443,088 | 1,458,833 | 1,556,457 | 1,649,430  | 1,809,022 | 1,488,142 | 1,335,870 | 17,153,163 |
| 1880.....                          | 1,200,614 | 1,070,487 | 1,373,438 | 1,356,716 | 1,778,488 | 1,724,950 | 1,840,067 | 1,973,438 | 1,964,997  | 2,120,229 | 2,154,000 | 1,853,000 | 20,410,424 |
| 1881.....                          | 1,498,000 |           |           |           |           |           |           |           |            |           |           |           |            |
| Chicago and Alton:                 |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 343,737   | 307,381   | 327,370   | 335,394   | 421,937   | 447,704   | 536,843   | 583,832   | 628,811    | 668,163   | 601,101   | 553,014   | 5,755,677  |
| 1880.....                          | 524,055   | 458,543   | 602,624   | 537,326   | 602,132   | 609,255   | 670,317   | 740,842   | 733,234    | 786,116   | 680,952   | 553,564   | 7,681,253  |
| 1881.....                          | 487,890   |           |           |           |           |           |           |           |            |           |           |           |            |
| Chicago and Northwestern:          |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 1,008,321 | 889,623   | 1,107,042 | 1,128,894 | 1,433,364 | 1,393,087 | 1,314,231 | 1,326,957 | 1,716,409  | 1,896,073 | 1,558,476 | 1,325,895 | 16,098,372 |
| 1880.....                          | 1,154,632 | 1,131,683 | 1,361,725 | 1,294,573 | 1,875,608 | 1,653,000 | 1,716,581 | 1,771,314 | 1,957,951  | 2,031,000 | 1,820,600 | 1,490,329 | 19,423,684 |
| 1881.....                          | 1,222,250 |           |           |           |           |           |           |           |            |           |           |           |            |
| Chicago, Burl. & Quincy:           |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 1,105,098 | 982,377   | 1,071,738 | 1,018,755 | 1,171,303 | 1,160,968 | 993,823   | 1,315,559 | 1,484,316  | 1,709,932 | 1,327,679 | 1,438,167 | 14,779,715 |
| 1880.....                          | 1,200,239 | 1,180,855 | 1,453,611 | 1,260,319 | 1,619,227 | 1,434,515 | 1,566,661 | 1,610,168 | 1,579,465  | 1,599,534 | 1,510,846 |           |            |
| Chicago, Mil. & St. Paul:          |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 591,176   | 476,667   | 632,898   | 678,439   | 857,324   | 798,659   | 773,173   | 733,736   | 1,018,806  | 1,290,740 | 1,100,245 | 1,060,957 | 10,012,820 |
| 1880.....                          | 764,298   | 739,000   | 901,000   | 871,000   | 1,135,000 | 1,038,000 | 1,026,000 | 991,000   | 1,257,000  | 1,494,000 | 1,472,000 | 1,420,000 | 13,114,810 |
| 1881.....                          | 991,000   |           |           |           |           |           |           |           |            |           |           |           |            |
| Chicago, St. Paul, Minn. & Omaha:  |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 105,405   |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 128,555   |           |           |           |           |           |           |           |            |           |           |           |            |
| Cin., Ind., Laf. and Chicago:      |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 155,697   |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 171,466   |           |           |           |           |           |           |           |            |           |           |           |            |
| Clev. Col., Cin. & Ind.:           |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 238,234   | 254,232   | 233,781   | 230,866   | 264,483   | 267,895   | 312,706   | 366,630   | 413,437    | 426,629   | 369,647   | 380,428   | 3,758,969  |
| 1880.....                          | 392,632   | 375,619   | 302,787   | 281,650   | 303,906   | 334,742   | 400,332   | 434,164   | 410,103    | 444,104   | 422,123   | 388,454   | 4,396,019  |
| 1881.....                          | 299,903   |           |           |           |           |           |           |           |            |           |           |           |            |
| Denver and Rio Grande:             |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 124,893   |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 307,476   |           |           |           |           |           |           |           |            |           |           |           |            |
| Dubuque and Sioux City:            |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 79,922    |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 79,062    |           |           |           |           |           |           |           |            |           |           |           |            |
| Hannibal & St. Joseph:             |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 137,047   | 137,038   | 211,899   | 165,444   | 134,070   | 107,560   | 99,811    | 141,533   | 176,810    | 239,735   | 193,125   | 253,333   | 1,997,405  |
| 1880.....                          | 176,079   | 157,566   | 216,327   | 200,059   | 189,125   | 177,861   | 163,484   | 212,696   | 209,088    | 240,359   | 204,116   | 257,241   | 2,537,954  |
| 1881.....                          | 153,067   |           |           |           |           |           |           |           |            |           |           |           |            |
| Houston and Texas Central:         |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 319,041   |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 359,706   |           |           |           |           |           |           |           |            |           |           |           |            |
| Illinois Central:                  |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 580,192   | 466,921   | 532,160   | 492,591   | 575,461   | 580,578   | 573,250   | 601,977   | 736,066    | 807,859   | 631,343   | 656,065   | 7,234,464  |
| 1880.....                          | 536,657   | 582,811   | 619,995   | 544,470   | 626,854   | 643,507   | 691,587   | 698,357   | 797,232    | 860,124   | 720,571   | 655,291   | 7,977,486  |
| Indiana, Bloomington and Western:  |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 80,498    |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 90,283    |           |           |           |           |           |           |           |            |           |           |           |            |
| Louisville and Nashville:          |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 674,455   |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 608,010   |           |           |           |           |           |           |           |            |           |           |           |            |
| Mobile and Ohio:                   |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 250,116   |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 218,243   |           |           |           |           |           |           |           |            |           |           |           |            |
| Mo., Kan. & Texas:                 |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 194,454   | 194,856   | 224,559   | 189,218   | 217,833   | 221,892   | 258,659   | 306,330   | 380,759    | 387,701   | 386,086   | 380,928   | 3,343,373  |
| 1880.....                          | 367,327   | 326,306   | 355,508   | 348,275   | 274,626   | 307,052   | 325,167   | 250,700   | 369,065    | 407,549   |           | 358,672   |            |
| New York Central and Hudson River: |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 2,024,812 | 2,210,304 | 2,474,392 | 2,214,626 | 2,211,010 | 2,022,823 | 2,194,423 | 2,546,028 | 2,922,396  | 2,898,586 | 2,801,835 | 2,846,216 | 29,367,451 |
| 1880.....                          | 2,593,612 | 2,317,230 | 2,854,834 | 2,782,324 | 2,540,997 | 2,653,477 | 2,873,316 | 3,022,854 | 3,000,627  | 3,095,198 | 3,047,541 |           |            |
| New York, Lake Erie & Western:     |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 1,147,173 | 1,207,391 | 1,356,780 | 1,372,755 | 1,350,574 | 1,230,419 | 1,273,533 | 1,450,223 | 1,492,497  | 1,713,697 | 1,515,835 | 1,398,244 | 16,509,121 |
| 1880.....                          | 1,296,81  | 1,252,218 | 1,644,953 | 1,643,151 | 1,592,544 | 1,661,812 | 1,580,976 | 1,606,574 | 1,786,417  | 1,899,910 | 1,799,338 | 1,726,788 |            |
| Northern Central:                  |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 265,003   | 273,607   | 334,166   | 328,869   | 317,568   | 315,307   | 324,425   | 316,716   | 426,837    | 413,534   | 377,316   | 414,599   | 4,107,549  |
| 1880.....                          | 334,494   | 330,860   | 415,325   | 386,130   | 329,788   | 419,193   | 450,298   | 453,923   | 464,093    | 512,917   | 459,054   | 494,310   | 5,050,387  |
| Northern Pacific:                  |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 81,212    |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 109,805   |           |           |           |           |           |           |           |            |           |           |           |            |
| Philadelphia and Reading:          |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 900,482   | 825,154   | 869,569   | 989,034   | 1,144,051 | 1,179,140 | 1,147,767 | 1,305,414 | 1,197,162  | 1,469,028 | 1,308,658 | 1,325,780 | 13,621,239 |
| 1880.....                          | 1,239,177 | 1,016,278 | 1,404,878 | 1,328,661 | 1,307,148 | 1,288,168 | 1,169,874 | 1,415,834 | 1,877,073  | 1,563,794 |           |           |            |
| St. Louis and San Francisco:       |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 195,695   |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 212,435   |           |           |           |           |           |           |           |            |           |           |           |            |
| St. Paul and Sioux City:           |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 88,423    |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 111,731   |           |           |           |           |           |           |           |            |           |           |           |            |
| St. Louis, Alton and Terre Haute:  |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 153,139   |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 169,458   |           |           |           |           |           |           |           |            |           |           |           |            |
| St. Louis, I. Mt. & South'n:       |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 334,029   | 339,161   | 353,147   | 318,196   | 302,640   | 281,920   | 332,167   | 403,316   | 591,076    | 724,713   | 656,832   | 655,413   | 5,292,011  |
| 1880.....                          | 555,923   | 492,450   | 450,620   | 403,300   | 372,290   | 365,300   | 442,000   | 543,555   | 661,400    | 678,200   | 626,725   | 655,100   | 6,258,419  |
| 1881.....                          | 559,400   |           |           |           |           |           |           |           |            |           |           |           |            |
| St. Paul, Minn. and Man:           |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1880.....                          | 180,239   |           |           |           |           |           |           |           |            |           |           |           |            |
| 1881.....                          | 254,187   |           |           |           |           |           |           |           |            |           |           |           |            |
| Wabash, St. Louis & Pacific:       |           |           |           |           |           |           |           |           |            |           |           |           |            |
| 1879.....                          | 571,196   | 595,839   | 655,240   | 609,278   | 565,094   | 519,201   | 671,984   | 820,087   | 936,222    | 1,198,076 | 864,057   | 980,661   | 9,110,823  |
| 1880.....                          | 760,147   | 762,558   | 982,480   | 890,137   | 946,186   | 952,049   | 1,065,080 | 1,185,325 | 1,177,134  | 1,526,475 | 1,105,616 | 962,663   | 12,336,153 |
| 1881.....                          | 811,617   |           |           |           |           |           |           |           |            |           |           |           |            |





**Counterfeit Note List.****HOW TO USE THE LIST.**

All paper money in the United States is printed in sheets of four notes of one denomination on each sheet. Each bill bears a letter called the check letter, usually A, B, C or D, which appears on its upper left hand, and lower right hand corner. The notes are always numbered in their order on the sheets; thus all notes lettered A, will bear the number 1 or a number which divided by 4 will leave 1 remainder; the number accompanying B divided by 4 will leave 2 remainder, C, 3 remainder, D, no remainder. All genuine notes with letters A and C will have odd numbers, and all with B and D even numbers.

The counterfeiter makes his plate commonly from one bill and rarely prints more than one of the four letters. As soon as a spurious bill is discovered measures are taken to redeem all good bills of that denomination, bearing the same letter. This leaves the counterfeit alone in the field.

All bills bearing the letters given in the foregoing list should be refused by all non-experts.

We can assure our subscribers that there are no counterfeit bills on paper currency of the United States, which are known to the Secret Service Division at Washington at this date.

The National Bank notes printed in Italics are stolen and are worthless.

Banks starred do not exist, and the whole issue is fraudulent.

**Production and Coinage of the Precious Metals.**

The production of the United States for 1880, including about \$3,000,000 from Mexico and British Columbia, amounted to \$80,167,936, a gain of \$4,818,435 over 1879. The production of gold aggregated \$33,522,182 in 1880, against \$32,539,920 in 1879, and of silver \$40,005,364 against \$38,623,812.

Colorado leads the list as a producer, advancing in the past four years from fourth to first place, and producing in 1880 \$21,284,989 against \$14,418,515 in 1879.

There has been very little variation in the production of California for the past four years, the aggregate never falling below \$18,000,000 and never reaching \$19,000,000. Last year the production aggregated \$18,276,166, an increase of \$75,193 over 1879.

Nevada's production has fallen off until it is little more than one-quarter of what it was in 1877, declining from \$51,580,290 in 1877 to \$15,031,621 in 1880.

Utah makes a record of \$6,459,956, about \$1,000,000 more than in 1879, and is fourth on the list of producers.

Arizona is fifth, its actual yield being about \$1,500,000, against \$1,900,000 in 1879.

Dakota produced in 1880 \$4,123,081; Montana \$3,822,379; Idaho, \$894,747; Oregon, \$1,059,641; New Mexico, \$711,800; and Washington, \$105,104.

The world's stock of gold in 1492, when America was discovered, is estimated at 26,500,000 ounces, of silver at 826,000,000.

A summary of the world's production from 1492 to 1848 shows a total of 160,000,000 ounces gold and 4,800,000,000 ounces silver; and, from 1849 to 1880 there were produced 171,443,750 ounces gold and 2,233,290,000 ounces silver. Estimating the annual loss from abrasion and total destruction at one tenth of one per cent, the present stock amounts to 318,443,750 ounces gold and 6,667,290,000 ounces silver.

Of the total production of the world to 1848, the United States contributed 1,000,000 ounces gold, or less than 1 per cent of the world's supply at that date. The production of gold in the United States from 1848 to date aggregates 75,127,587 ounces, or 44 per cent of the world's

production during this period, and the production of silver aggregates 840,310,545 ounces, or 14 per cent of the world's production.

The stock of gold and silver in the United States at the close of 1880 was \$650,543,682, of which \$486,683,049 was gold, and \$163,860,632 silver.

The total coinage executed in the United States from the organization of the mint (1793) to the close of the fiscal year ended June 30, 1880, was: Gold, \$1,133,103,322; silver, \$292,333,436 90; minor, \$13,283,167 05. The coinage executed at the mints of the United States during 1880 was: Gold, \$62,233,279; silver, \$27,409,706 75; minor, \$391,395 95; total, \$90,034,381 70. The coinage of gold in the United States reached its maximum in 1851, when \$62,613,492 50 was coined. The average coinage of gold during the past ten years was \$39,000,000 per annum. The coinage of silver reached its maximum in 1877, when \$28,549,935 was coined. The silver coinage during the past six years amounted to \$141,207,951, or nearly one-half of the entire amount turned out since the mints were organized.—[Beillon Annual for 1880.

**Indiana, Bloomington and Western Railway.**

In answer to inquiries from stockholders the Secretary of the Indiana, Bloomington and Western Railway Company says:

It is proposed in the consolidation, which will be effected March 15, that the present stockholders shall receive two shares of the new company's stock for each one of the old. It is intended to have the new road finished by Oct. 1, in time for the fall business.

The earnings and expenses of the road for the calendar year, Jan. 1, 1880, to Jan. 1, 1881, are as follows:

|   |                |
|---|----------------|
| Gross earnings .....                        | \$1,196,418 58 |
| Operating expenses, taxes and rentals ..... | 669,053 36     |
| Net earnings .....                          | \$527,363 22   |
| Interest charges .....                      | \$192,000      |
| Six per cent on income bonds .....          | 90,000         |
|   | 282,000 00     |

Net surplus .....

—or 9¾ per cent on the \$2,500,000 of capital stock.

With the large through business accruing from the completion of the new road, and the lease of the Cincinnati, Sandusky and Cleveland Railroad, it is believed that the net earnings will be largely increased.

THE Secretary of the Treasury on the 7th inst. issued a circular suspending for the present the decision made some time ago by the Treasury Department to the effect that plate-iron, imported from foreign countries, in which holes were wrought or punched, shall be appraised as a manufacture of iron not otherwise provided for in the tariff laws, and pay a duty of 35 per cent ad valorem. On plate iron without being thus prepared with holes the prescribed duty is \$25 per ton, which is equivalent to about 60 per cent ad valorem. Manufacturers and dealers in iron have frequently protested against the ruling of the department on this subject as being unjust and inconsistent. They have repeatedly directed attention to the act that, under this decision, foreign manufacturers of plate-iron have been enabled to evade the higher rate of duty, the application of a little labor prior to exportation thus depriving the Government of the

proper rate of duty, and at the same time withholding from American mechanics a certain amount of labor that would otherwise come to them in the preparation of iron plates for riveting.

**Philadelphia and Long Branch Railroad.**

This road, which will be operated under the auspices of the Pennsylvania Railroad Company, commences at Whittings, and runs due east, on the south side of Toms River, direct to Barnegat Bay, across which it will pass on a trestle bridge, 7,000 feet long, to Sea Side Park; thence north along the beach to Manasquan (Squan) Inlet, twelve miles below Long Branch. The new road will be thirty miles in length. Trains from Philadelphia will pass over the Camden and Burlington county road to Pemberton, and the Pemberton and Sea Shore to Whittings, at which point the new road begins, the entire distance from Philadelphia to Manasquan Beach being 55 miles, and over which it is said express trains will run in one hour and forty minutes. The new road will pass Bay Head, Point Pleasant and one or two other less prominent watering places on the Atlantic coast. The road, it is expected, will be completed in time for the coming summer travel.

**Delaware and Hudson Canal.**

The following is an official statement of the profit and loss account of the Delaware and Hudson Canal Company for the year 1880:

|  |                 |
|--|-----------------|
| Receipts from coal .....   | \$7,402,543 39  |
| Receipts from railroads .....  | 4,679,435 90    |
| Miscellaneous and interest .....   | 448,569 89      |
|  | \$12,524,549 68 |
| Less expense of all kinds .....  | 7,913,507 04    |
| Gross profits .....  | \$4,611,042 64  |
| Taxes, interest and rentals .....  | 3,259,619 93    |
| Net earnings .....   | \$1,351,422 71  |
| Or 6¾ per cent on capital, as against a deficit of \$630,643 28 in 1879. |                 |

It is expected that the New York and New England Railroad Company will have its extension from Waterbury, Conn., to Brewsters and connection with the New York and Harlem Railroad completed by March 1st. It will reach the Hudson River at Fishkill about two months later completing the line from Boston to New York by way of Providence, Waterbury and Brewsters. The road will prove of great value to certain parts of Connecticut where travel has been heretofore largely dependent upon stage lines. Mr. C. P. Clark, now in Europe, who was formerly general manager, has been invited to that position again.

The Phoenix Packing and Rubber Company, 112 Liberty street, this city, are having a large demand for their rubber packing, the merits of which have been fully demonstrated by a great variety of uses to which it has been put. It is adapted to all kinds of engines and both hot and cold water pumps, and other points of superiority are found in its being self-lubricating, non-frictionable, very pliable and durable. It is manufactured in all sizes, in rope form, from 1-16 inch to 3 inches, varying by 1-16 inch, and is put up in coils of 25 to 150 lbs. for shipment.

Contracts have been let for the construction of 34 miles of the Denver, Western and Pacific Railway, commencing at Denver.

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

Rolling stock (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Rolling Stock." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "u."

| Years ending.  | Railroad.  |      |      | Rolling Stock. |      |      | Property and Assets. |      |      | Liabilities. |      |      | Railroad Operated. |      |      | Operations. |      |      | Earnings. |      |      | Value of Shares. |      |      |      |      |      |      |  |  |
|----------------|------------|------|------|----------------|------|------|----------------------|------|------|--------------|------|------|--------------------|------|------|-------------|------|------|-----------|------|------|------------------|------|------|------|------|------|------|--|--|
|                | Main Line. |      |      | Branch Line.   |      |      | Gauge of Track.      |      |      | Engines.     |      |      | Pass.              |      |      | Freight.    |      |      | Cars.     |      |      | Dividends.       |      |      | Par. |      |      | p.c. |  |  |
|                | M.         | M.   | M.   | M.             | M.   | M.   | M.                   | M.   | M.   | M.           | M.   | M.   | M.                 | M.   | M.   | M.          | M.   | M.   | M.        | M.   | M.   | M.               | M.   | M.   | M.   | M.   | M.   | M.   |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Sept. 30, 1879 | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |  |  |
| Dec. 31, 1879  | 60.0       | 60.0 | 60.0 | 60.0           | 60.0 | 60.0 | 60.0                 | 60.0 | 60.0 | 60.0         | 60.0 | 60.0 | 60.0               | 60.0 | 60.0 | 60.0        | 60.0 | 60.0 | 60.0      | 60.0 | 60.0 | 60.0             | 60.0 | 60.0 | 60.0 | 6    |      |      |  |  |



|               |      |       |       |       |     |           |           |        |      |         |        |     |
|---------------|------|-------|-------|-------|-----|-----------|-----------|--------|------|---------|--------|-----|
| June 30, 1879 | 94.1 | 11.84 | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| June 31, 1880 | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| July 1, 1880  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Aug. 1, 1880  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Sept. 1, 1880 | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Oct. 1, 1880  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Nov. 1, 1880  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Dec. 1, 1880  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Jan. 1, 1881  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Feb. 1, 1881  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Mar. 1, 1881  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Apr. 1, 1881  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| May 1, 1881   | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| June 1, 1881  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| July 1, 1881  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Aug. 1, 1881  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Sept. 1, 1881 | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Oct. 1, 1881  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Nov. 1, 1881  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Dec. 1, 1881  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Jan. 1, 1882  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Feb. 1, 1882  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Mar. 1, 1882  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Apr. 1, 1882  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| May 1, 1882   | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| June 1, 1882  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| July 1, 1882  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Aug. 1, 1882  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Sept. 1, 1882 | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Oct. 1, 1882  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Nov. 1, 1882  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Dec. 1, 1882  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Jan. 1, 1883  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Feb. 1, 1883  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Mar. 1, 1883  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Apr. 1, 1883  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| May 1, 1883   | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| June 1, 1883  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| July 1, 1883  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Aug. 1, 1883  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Sept. 1, 1883 | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Oct. 1, 1883  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Nov. 1, 1883  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Dec. 1, 1883  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Jan. 1, 1884  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Feb. 1, 1884  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Mar. 1, 1884  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Apr. 1, 1884  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| May 1, 1884   | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| June 1, 1884  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| July 1, 1884  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Aug. 1, 1884  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Sept. 1, 1884 | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Oct. 1, 1884  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Nov. 1, 1884  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Dec. 1, 1884  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Jan. 1, 1885  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Feb. 1, 1885  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Mar. 1, 1885  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Apr. 1, 1885  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| May 1, 1885   | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| June 1, 1885  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| July 1, 1885  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Aug. 1, 1885  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Sept. 1, 1885 | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Oct. 1, 1885  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Nov. 1, 1885  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Dec. 1, 1885  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Jan. 1, 1886  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Feb. 1, 1886  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Mar. 1, 1886  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Apr. 1, 1886  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| May 1, 1886   | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| June 1, 1886  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| July 1, 1886  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Aug. 1, 1886  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Sept. 1, 1886 | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Oct. 1, 1886  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Nov. 1, 1886  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Dec. 1, 1886  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Jan. 1, 1887  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Feb. 1, 1887  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Mar. 1, 1887  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| Apr. 1, 1887  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| May 1, 1887   | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| June 1, 1887  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 94.1 | 250,845 | 92,531 | 100 |
| July 1, 1887  | 50.7 | 3.3   | 248.3 | 207.8 | 117 | 2,576,000 | 1,710,000 | 57,440 | 9    |         |        |     |







|                |      |     |    |     |     |   |   |     |     |    |      |                                    |             |            |           |            |            |            |            |         |                 |           |            |            |           |           |    |
|----------------|------|-----|----|-----|-----|---|---|-----|-----|----|------|------------------------------------|-------------|------------|-----------|------------|------------|------------|------------|---------|-----------------|-----------|------------|------------|-----------|-----------|----|
| Nov 1890       | 1870 | 102 | 9  | 225 | 713 | 4 | 8 | 170 | 408 | 76 | 3048 | Philadelphia & Reading             | Penn        | 30,513,089 | 9,355,442 | 16,687,135 | 54,278,175 | 77,924,761 | 11,650,579 | 956,908 | 826,040,302,755 | 7,908,648 | 12,325,660 | 13,104,382 | 4,119,011 | 8         |    |
| Oct. 31, 1890  | 1870 | 92  | 18 | 144 | 0   | 2 | 1 | 18  | 180 | 60 | 311  | Phil., Wilm. & Baltimore           | Pa. D. & Md | 13,218,238 | 3,076,773 | 534,868    | 11,567,760 | 3,740,600  | 643,078    | 212,7   | 1,874,832       | 7,908,648 | 12,325,660 | 13,104,382 | 4,119,011 | 8         |    |
| Sept. 30, 1890 | 1870 | 80  | 14 | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsburg and Castle Shannon       | Pa.         | 425,427    | 93,108    | 47,076     | 1,557,790  | 192,428    | 70,160     | 23,156  | 91              | 40        | 143,868    | 71,488     | 2,263,110 | 1,366,238 | 50 |
| Dec. 31, 1890  | 1870 | 60  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsburg and Lake Erie            | Ohio & Pa.  | 3,214,564  | 529,991   | 6,690,497  | 1,853,787  | 2,000,000  | 70,160     | 23,156  | 91              | 40        | 143,868    | 71,488     | 2,263,110 | 1,366,238 | 50 |
| Nov. 30, 1890  | 1870 | 40  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsburg, Cin. & St. L. (Pa. Co.) | Ohio & Pa.  | 1,646,947  | 1,439,910 | 14,977     | 8,437,207  | 2,000,000  | 70,160     | 23,156  | 91              | 40        | 143,868    | 71,488     | 2,263,110 | 1,366,238 | 50 |
| Oct. 31, 1890  | 1870 | 20  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsb., Ft. W. & Chicago          | P. O. & I.  | 8,478,922  | 8,531,910 | 200,000    | 28,043,568 | 13,510,000 | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| Sept. 30, 1890 | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsb., Titusville and Buff.      | N. Y. & I.  | 8,478,922  | 8,531,910 | 200,000    | 28,043,568 | 13,510,000 | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| Aug. 30, 1890  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsb., Wheeling and Kent.        | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| July 30, 1890  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| June 30, 1890  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| May 30, 1890   | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| April 30, 1890 | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| March 30, 1890 | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| Feb. 30, 1890  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| Jan. 30, 1890  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| Dec. 31, 1889  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| Nov 1890       | 1870 | 102 | 9  | 225 | 713 | 4 | 8 | 170 | 408 | 76 | 3048 | Philadelphia & Reading             | Penn        | 30,513,089 | 9,355,442 | 16,687,135 | 54,278,175 | 77,924,761 | 11,650,579 | 956,908 | 826,040,302,755 | 7,908,648 | 12,325,660 | 13,104,382 | 4,119,011 | 8         |    |
| Oct. 31, 1890  | 1870 | 92  | 18 | 144 | 0   | 2 | 1 | 18  | 180 | 60 | 311  | Phil., Wilm. & Baltimore           | Pa. D. & Md | 13,218,238 | 3,076,773 | 534,868    | 11,567,760 | 3,740,600  | 643,078    | 212,7   | 1,874,832       | 7,908,648 | 12,325,660 | 13,104,382 | 4,119,011 | 8         |    |
| Sept. 30, 1890 | 1870 | 80  | 14 | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsburg and Castle Shannon       | Pa.         | 425,427    | 93,108    | 47,076     | 1,557,790  | 192,428    | 70,160     | 23,156  | 91              | 40        | 143,868    | 71,488     | 2,263,110 | 1,366,238 | 50 |
| Dec. 31, 1890  | 1870 | 60  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsburg and Lake Erie            | Ohio & Pa.  | 3,214,564  | 529,991   | 6,690,497  | 1,853,787  | 2,000,000  | 70,160     | 23,156  | 91              | 40        | 143,868    | 71,488     | 2,263,110 | 1,366,238 | 50 |
| Nov. 30, 1890  | 1870 | 40  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsburg, Cin. & St. L. (Pa. Co.) | Ohio & Pa.  | 1,646,947  | 1,439,910 | 14,977     | 8,437,207  | 2,000,000  | 70,160     | 23,156  | 91              | 40        | 143,868    | 71,488     | 2,263,110 | 1,366,238 | 50 |
| Oct. 31, 1890  | 1870 | 20  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsb., Ft. W. & Chicago          | P. O. & I.  | 8,478,922  | 8,531,910 | 200,000    | 28,043,568 | 13,510,000 | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| Sept. 30, 1890 | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsb., Titusville and Buff.      | N. Y. & I.  | 8,478,922  | 8,531,910 | 200,000    | 28,043,568 | 13,510,000 | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| Aug. 30, 1890  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Pittsb., Wheeling and Kent.        | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| July 30, 1890  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| June 30, 1890  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| May 30, 1890   | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| April 30, 1890 | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| March 30, 1890 | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| Feb. 30, 1890  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| Jan. 30, 1890  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |
| Dec. 31, 1889  | 1870 | 10  | 1  | 1   | 1   | 1 | 1 | 1   | 1   | 1  | 1    | Port Jervis and Monticello         | N. Y.       | 1,124,980  | 887,500   | 18,301     | 4,969,450  | 4,125,955  | 62,635     | 69,068  | 1,713,296,616   | 77,103    | 2,263,110  | 1,366,238  | 50        |           |    |



## Personal.

—General Grant is about starting on another extended trip through Mexico.

—Mr. Charles Francis Adams is going to Arkansas Hot Springs, for treatment for rheumatism.

—Mr. C. W. Sturtevant, Commissioner of the Board of Trade of San Francisco, has gone to Mazatlan to study Mexican commerce.

—Mr. Henry McFarland, treasurer of the Union Pacific Railroad Company, thirty years ago was assistant to the chief clerk of the Concord Railroad Company at a salary of \$340.

—General Malone, president of the Atlantic, Mississippi and Ohio Railroad Company has been in New York during the past week or ten days, negotiating in behalf of that road.

—General Manager D. W. Caldwell of the Terre Haute and Indianapolis Railroad Company has issued the following order: The road from Richmond to Logansport, and Bradford Junction to Logansport, will be under the supervision of Mr. J. F. Miller, Superintendent of First Columbus, Chicago and Indiana Central division, from this date. Mr. Ralph Peters is appointed Superintendent, vice Mr. J. Hill. He will have charge of the road from Logansport to Chicago, and to State line.

—General Anson Stager in his letter of resignation as Vice President of the Western Union Telegraph Company says: "My official connection with this company commenced in the year 1851, when its capital was \$300,000, operating 600 miles of wire and but twenty offices. I have been in service without interruption to the present time, and I now retire with the highest regard and personal esteem for its executive officers." In accepting this resignation, the Executive Committee passed resolutions complimentary to General Stager, and continuing his salary for the term for which he was elected, which expires next October.

## Chesapeake and Ohio Railway.

We have it from a reliable source that Hon. C. P. Huntington, President of the Chesapeake and Ohio Railway Company, has agreed upon the terms and conditions for the construction of the extension of that road from Richmond to Newport News, a distance of sixty-five miles, with Mason, Shanahan & Hoge, and McMahon & Green, the well known Virginia contractors. It is the purpose of the contractors to at once commence operations, and push the work to completion by the first of July, the time stipulated. By that time the western connections of this great improvement will have been finished, and the way opened for direct communication between the seacoast over the Chesapeake and Ohio Railway to the West, Northwest, Southwest, and Pacific slope, constituting one of the great continental lines of America. At Newport News extensive arrangements are making for the improvement of that terminal point on the road—the plot of a city is being perfected; the wharves are being constructed in the most comprehensive and durable manner, and everything that large experience, sagacity, and ample means can do is being done preparatory for the immense business that it is expected will be accommodated when the connections east and west have been consummated.—[Valley Virginian.]

## Pacific Railroad Land Grants.

The Auditor of Railroad Accounts has submitted to the House of Representatives at Washington, through Mr. McLane, of Maryland, for the use of the Committee on Pacific Railroads, an elaborate report showing the quantity and value of the public lands heretofore granted by Congress to aid in the construction of the Pacific Railroads which have not vested in said roads by the terms of the several laws granting such lands, and the quantity and value of said lands which have vested in said roads, how the same have been disposed of, at what price, and also, how the proceeds of the same have been disposed of; also, the

cost (in detail) of the construction of completed road, and the estimated cost (in detail) of the construction of road necessary to be built in order to complete the said railroads in accordance with the requirements of law; also the cost, or estimated cost, of construction of any and all railroads built, or proposed to be built, parallel or adjacent to the said railroads, whether or not the same are located on the line or lands reserved by any of the said granting acts of Congress, etc., etc. After quoting the laws relative to the respective roads and referring to their present status, the report concludes with the following recapitulation:

| Items.                                       | Northern Pacific. | Union Cent. Routes. | Atlantic & Pacific. | Southern Pacific.      | Texas Pacific. | Total.        |
|--|-------------------|---------------------|---------------------|------------------------|----------------|---------------|
| Acres land granted if all received.....      | 67,920,000        | 41,458,934          | 51,840,000          | 11,967,485             | 18,000,000     | 181,186,412   |
| Acres estimated to be obtained.....          | 42,500,000        | 32,200,813          | 17,008,150          | 10,445,000             | 11,415,963     | 114,183,963   |
| Acres earned by construction and vested..... | 15,000,000        | 30,419,181          | 1,140,000           | 6,687,176              | 52,246,357     | 106,492,715   |
| Acres patented to companies.....             | 746,509           | 8,358,155           | 504,536             | 1,048,090              | None           | 10,657,290    |
| Acres sold by companies.....                 | 2,600,000         | 5,469,004           | 215,000             | 379,693                | None           | 8,663,697     |
| Amount realized from sales.....              | \$2,000,000       | \$25,742,789        | \$623,750           | \$1,017,289            | None           | \$29,383,728  |
| Average price per acre.....                  | \$3.46            | \$4.70              | \$2.90              | \$3.64                 | None           | \$4.25        |
| Acres vested unsold.....                     | 12,400,000        | 9,950,177           | 925,000             | 5,407,553              | None           | 43,682,730    |
| Estimated value.....                         | \$31,000,000      | \$39,250,499        | \$1,850,000         | \$6,759,441            | None           | \$78,859,940  |
| Acres constructed or owned.....              | 27,500,000        | 1,751,632           | 15,868,150          | 4,757,824              | 12,000,000     | 61,907,606    |
| Estimated value.....                         | \$68,750,000      | \$4,454,080         | \$31,736,300        | \$5,947,280            | \$13,487,660   | \$124,971,660 |
| Miles subsidized with lands.....             | 2,450             | 3,187.82            | 2,500               | 993                    | 840            | 10,767.82     |
| Miles constructed or owned.....              | 650               | 3,414.32            | 175                 | 579 Un. 132 Unsub. 444 | 6,424.92       | 10,767.82     |
| Cost per mile of same.....                   | \$24,353,416      | \$318,352,868       | \$30,991,974        | \$64,767,543           | \$27,418,108   | \$465,584,029 |
| Cost of same.....                            | \$35,813          | \$33,224            | \$90,768            | \$91,082               | \$61,771       | \$326,698     |
| Miles to be constructed.....                 | 1,865             | 139.19              | 2,325               | 350                    | 840 Un. 617    | 6,136.19      |
| Estimated cost of same.....                  | \$60,110,000      | \$5,600,000         | \$56,125,000        | \$10,600,000           | \$3,700,000    | \$168,045,000 |
| Cost per mile of same.....                   | \$32,268          | \$40,000            | \$24,000            | \$30,000               | \$30,000       | \$27,385      |
| Total miles of route or system.....          | 2,700             | 3,554               | 2,500               | 993                    | 1,901          | 11,648        |
| Total cost of same.....                      | \$75,000,000      | \$323,952,888       | \$88,816,974        | \$75,267,645           | \$11,128,108   | \$624,165,613 |
| Total cost per mile of same.....             | \$28,000          | \$91,151            | \$35,526            | \$81,026               | \$37,416       | \$54,745      |

\* Also 1061 miles unsubsidized.

From the recapitulation it will be seen that there remain "unvested," by reason of non-construction of the respective railroads for which grants were made, the following lands: Northern Pacific, 27,500,000 acres; California and Oregon, 1,781,632 acres; Atlantic and Pacific, 15,868,150 acres; Southern Pacific, 4,757,824 acres; Texas and Pacific, 12,000,000 acres.

A Board of Commerce has been organized at Denver, Col., and will at once urge making Denver a port of entry, and the building of the Denver and New Orleans railway. The Denver Western and Pacific railway, it is expected, will be open to Longmont by July 1.

The surveyors of the new railroad, which it is proposed to construct between Buffalo and Toledo, have reached Conneaut, Ohio.

## Philadelphia Stock Exchange.

Closing Prices for the week ending Feb. 8.

|                                  | W.2. | Th.3. | F.4. | Sa.5. | M.7. | Tu.8. |
|----------------------------------|------|-------|------|-------|------|-------|
| Allegheny Val. 13-10s.....       | 88   | 88    | 88   | 88    | 88   | 88    |
| Am. & Am. 6s, 1885.....          | 103  | 103   | 103  | 103   | 103  | 103   |
| 6s, 1885.....                    | 103  | 103   | 103  | 103   | 103  | 103   |
| Mort. 6s, 1885.....              | 103  | 103   | 103  | 103   | 103  | 103   |
| Am. & Atlantic.....              | 103  | 103   | 103  | 103   | 103  | 103   |
| Preferred.....                   | 103  | 103   | 103  | 103   | 103  | 103   |
| 1st mortgage.....                | 103  | 103   | 103  | 103   | 103  | 103   |
| 2d mortgage.....                 | 103  | 103   | 103  | 103   | 103  | 103   |
| Delaware.....                    | 103  | 103   | 103  | 103   | 103  | 103   |
| Preferred.....                   | 50   | 51    | 50   | 50    | 50   | 50    |
| 7s, new.....                     | 122  | 122   | 122  | 122   | 122  | 122   |
| Del. & Bound Brook.....          | 122  | 122   | 122  | 122   | 122  | 122   |
| 7s.....                          | 122  | 122   | 122  | 122   | 122  | 122   |
| Am. & Williamsport.....          | 122  | 122   | 122  | 122   | 122  | 122   |
| Preferred.....                   | 122  | 122   | 122  | 122   | 122  | 122   |
| Am. & B. & T. M. T. 9.....       | 9    | 9     | 9    | 9     | 9    | 9     |
| Preferred.....                   | 13   | 13    | 13   | 13    | 13   | 13    |
| 2d mortgage.....                 | 42   | 42    | 42   | 42    | 42   | 42    |
| Del. & Atlantic.....             | 106  | 106   | 106  | 106   | 106  | 106   |
| 6s, 1884.....                    | 106  | 106   | 106  | 106   | 106  | 106   |
| Gold Loan.....                   | 111  | 111   | 111  | 111   | 111  | 111   |
| Railroad Loan.....               | 111  | 111   | 111  | 111   | 111  | 111   |
| Conv. Gold Loan.....             | 111  | 111   | 111  | 111   | 111  | 111   |
| Consol. Mort. 7s.....            | 59   | 59    | 59   | 59    | 59   | 59    |
| Del. & Atlantic.....             | 59   | 59    | 59   | 59    | 59   | 59    |
| 1st mort. 6s, coupon.....        | 135  | 135   | 135  | 135   | 135  | 135   |
| 1st mort. 7s, reg.....           | 117  | 117   | 117  | 117   | 117  | 117   |
| 2d mort. 7s.....                 | 117  | 117   | 117  | 117   | 117  | 117   |
| Consol. mort. 6s.....            | 51   | 51    | 51   | 51    | 51   | 51    |
| Consol. mort. 6s, reg.....       | 51   | 51    | 51   | 51    | 51   | 51    |
| Little Schuylkill.....           | 51   | 51    | 51   | 51    | 51   | 51    |
| Minehill & Sch. Haven.....       | 51   | 51    | 51   | 51    | 51   | 51    |
| North Pennsylvania.....          | 51   | 51    | 51   | 51    | 51   | 51    |
| 1st mortgage 6s.....             | 108  | 108   | 108  | 108   | 108  | 108   |
| 2d mortgage 7s.....              | 118  | 118   | 118  | 118   | 118  | 118   |
| Gen'l mort. 7s, coup.....        | 118  | 118   | 118  | 118   | 118  | 118   |
| Gen'l mort. 7s, reg.....         | 118  | 118   | 118  | 118   | 118  | 118   |
| Northern Central.....            | 48   | 48    | 48   | 48    | 48   | 48    |
| 6s.....                          | 48   | 48    | 48   | 48    | 48   | 48    |
| Northern Pacific.....            | 38   | 38    | 38   | 38    | 38   | 38    |
| Preferred.....                   | 66   | 66    | 66   | 66    | 66   | 66    |
| Pennsylvania R. R. 6s.....       | 64   | 64    | 64   | 64    | 64   | 64    |
| 1st mortgage.....                | 64   | 64    | 64   | 64    | 64   | 64    |
| Gen'l mortgage.....              | 64   | 64    | 64   | 64    | 64   | 64    |
| Gen'l mort. reg.....             | 64   | 64    | 64   | 64    | 64   | 64    |
| Consol. mort. 6s.....            | 64   | 64    | 64   | 64    | 64   | 64    |
| Consol. mort. 6s, reg.....       | 64   | 64    | 64   | 64    | 64   | 64    |
| Penn. State 6s, 2d series.....   | 105  | 105   | 105  | 105   | 105  | 105   |
| do, 3d series.....               | 105  | 105   | 105  | 105   | 105  | 105   |
| do, 5s, new.....                 | 117  | 117   | 117  | 117   | 117  | 117   |
| do, 4s.....                      | 117  | 117   | 117  | 117   | 117  | 117   |
| Phila. and Reading.....          | 32   | 32    | 32   | 32    | 32   | 32    |
| 1st Mortgage 6s.....             | 32   | 32    | 32   | 32    | 32   | 32    |
| 7s, of 1885.....                 | 32   | 32    | 32   | 32    | 32   | 32    |
| 7s, new convertible.....         | 32   | 32    | 32   | 32    | 32   | 32    |
| Consol. mortgage 7s.....         | 124  | 124   | 124  | 124   | 124  | 124   |
| Consol. mortgage reg.....        | 124  | 124   | 124  | 124   | 124  | 124   |
| Gen'l mortgage 6s.....           | 96   | 96    | 96   | 96    | 96   | 96    |
| Philadelphia and Erie.....       | 21   | 21    | 21   | 21    | 21   | 21    |
| 1st mortgage, 6s.....            | 21   | 21    | 21   | 21    | 21   | 21    |
| 2d mortgage, 7s.....             | 115  | 115   | 115  | 115   | 115  | 115   |
| Pittsb., Cin. & St. L. 7s.....   | 122  | 122   | 122  | 122   | 122  | 122   |
| Pittsb., Titusv. & Ruff. 20..... | 19   | 19    | 19   | 19    | 19   | 19    |
| 7s.....                          | 98   | 98    | 98   | 98    | 98   | 98    |
| Schuylkill Navigation.....       | 11   | 11    | 11   | 11    | 11   | 11    |
| Preferred.....                   | 11   | 11    | 11   | 11    | 11   | 11    |
| 6s, 1872.....                    | 80   | 80    | 80   | 80    | 80   | 80    |
| 6s, 1882.....                    | 80   | 80    | 80   | 80    | 80   | 80    |
| United Co. of N. Jersey 185..... | 185  | 185   | 185  | 185   | 185  | 185   |
| Hestonville, (Horse), 20.....    | 20   | 20    | 20   | 20    | 20   | 20    |
| Chestnut & Wal. (do).....        | 90   | 90    | 90   | 90    | 90   | 90    |
| Green and Coates (do).....       | 90   | 90    | 90   | 90    | 90   | 90    |

## Baltimore Stock Exchange.

Closing Prices for the week ending Feb. 8.

|                                  | W.2. | Th.3. | F.4. | Sa.5. | M.7. | Tu.8. |
|----------------------------------|------|-------|------|-------|------|-------|
| Baltimore and Ohio.....          | 190  | 190   | 190  | 190   | 190  | 190   |
| 6s, 1880.....                    | 190  | 190   | 190  | 190   | 190  | 190   |
| 6s, 1885.....                    | 190  | 190   | 190  | 190   | 190  | 190   |
| Central Ohio (450).....          | 49   | 49    | 49   | 49    | 49   | 49    |
| 1st mortgage.....                | 49   | 49    | 49   | 49    | 49   | 49    |
| Marietta & Cincinnati.....       | 126  | 126   | 126  | 126   | 126  | 126   |
| 1st mortgage, 7s.....            | 95   | 95    | 95   | 95    | 95   | 95    |
| 2d mortgage, 7s.....             | 95   | 95    | 95   | 95    | 95   | 95    |
| 3d mortgage, 8s.....             | 51   | 51    | 51   | 51    | 51   | 51    |
| Northern Central (450).....      | 48   | 48    | 48   | 48    | 48   | 48    |
| 2d mortgage, 6s 1885.....        | 115  | 115   | 115  | 115   | 115  | 115   |
| 3d mortgage, 6s 1900.....        | 115  | 115   | 115  | 115   | 115  | 115   |
| 6s, 1900, Gold.....              | 113  | 113   | 113  | 113   | 113  | 113   |
| 6s, 1904, gold.....              | 113  | 113   | 113  | 113   | 113  | 113   |
| Orange and Alex. 1st.....        | 124  | 124   | 124  | 124   | 124  | 124   |
| 2d mortgage, 6s.....             | 124  | 124   | 124  | 124   | 124  | 124   |
| 3d mortgage, 6s.....             | 124  | 124   | 124  | 124   | 124  | 124   |
| 4th mortgage, 6s.....            | 124  | 124   | 124  | 124   | 124  | 124   |
| Alex. & Manassas 7s 102.....     | 102  | 102   | 102  | 102   | 102  | 102   |
| Pittsb. & Connellsv. 7s 122..... | 122  | 122   | 122  | 122   | 122  | 122   |
| Virginia 6s, Consol.....         | 77   | 77    | 77   | 77    | 77   | 77    |
| Consol. Coupons.....             | 98   | 98    | 98   | 98    | 98   | 98    |
| 10-40 bonds.....                 | 51   | 51    | 51   | 51    | 51   | 51    |
| Deferred Certificates.....       | 15   | 15    | 15   | 15    | 15   | 15    |
| Western Maryland.....            | 18   | 18    | 18   | 18    | 18   | 18    |
| 1st M., end. by Balt.....        | 18   | 18    | 18   | 18    | 18   | 18    |
| 2d M., do.....                   | 18   | 18    | 18   | 18    | 18   | 18    |
| 3d M., do.....                   | 18   | 18    | 18   | 18    | 18   | 18    |
| 1st M., unendorsed.....          | 18   | 18    | 18   | 18    | 18   | 18    |
| 2d M., end. Wash. Co.....        | 110  | 110   | 110  | 110   | 110  | 110   |
| 3d M., preferred.....            | 110  | 110   | 110  | 110   | 110  | 110   |
| City Passenger R. R.....         | 110  | 110   | 110  | 110   | 110  | 110   |



## New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 9.

|                              | Th.3 | F.4 | Sat.5 | M.7 | Tu.8 | W.9 |
|------------------------------|------|-----|-------|-----|------|-----|
| Adams Express.....           | 129  | 129 | 128   | 128 | 128  | 128 |
| Albany and Susq.....         | 129  | 129 | 128   | 128 | 128  | 128 |
| 1st mortgage.....            | 129  | 129 | 128   | 128 | 128  | 128 |
| 2d mortgage.....             | 129  | 129 | 128   | 128 | 128  | 128 |
| American Express.....        | 69   | 69  | 69    | 69  | 69   | 69  |
| Atlantic & Pacific Tel. 48   | 47   | 46  | 47    | 47  | 47   | 47  |
| Burl. O. R. & Nor.....       | 100  | 100 | 100   | 100 | 100  | 100 |
| 1st mortgage.....            | 100  | 100 | 100   | 100 | 100  | 100 |
| Canada Southern.....         | 83   | 82  | 83    | 84  | 84   | 84  |
| 1st mortgage guar.....       | 101  | 101 | 101   | 101 | 101  | 101 |
| Central of N. Jersey.....    | 91   | 92  | 91    | 92  | 92   | 92  |
| 1st mortgage 1890.....       | 91   | 92  | 91    | 92  | 92   | 92  |
| 7s, consolidated, ass.....   | 114  | 114 | 115   | 115 | 114  | 114 |
| 7s, convertible, ass.....    | 113  | 113 | 112   | 112 | 112  | 112 |
| 7s, Income.....              | 113  | 113 | 112   | 112 | 112  | 112 |
| Adjustment.....              | 113  | 113 | 112   | 112 | 112  | 112 |
| Central Pacific.....         | 87   | 87  | 87    | 88  | 88   | 87  |
| 6s, gold.....                | 113  | 113 | 112   | 112 | 112  | 112 |
| 1st M. (San Joaquin).....    | 110  | 110 | 110   | 110 | 110  | 110 |
| 1st M. (Cal. and Or.).....   | 110  | 110 | 110   | 110 | 110  | 110 |
| Land grant 6s.....           | 110  | 110 | 110   | 110 | 110  | 110 |
| Chesapeake and Ohio.....     | 23   | 23  | 23    | 24  | 24   | 24  |
| Chicago and Alton.....       | 143  | 140 | 143   | 143 | 143  | 143 |
| Preferred.....               | 149  | 149 | 149   | 149 | 149  | 149 |
| 1st mortgage.....            | 149  | 149 | 149   | 149 | 149  | 149 |
| Sinking Fund.....            | 112  | 112 | 112   | 112 | 112  | 112 |
| Chic. Burl. & Quincy.....    | 174  | 171 | 172   | 173 | 173  | 173 |
| 7s, Consol. 1903.....        | 127  | 127 | 127   | 127 | 127  | 127 |
| Chic. Mil. and St. Paul..... | 113  | 112 | 115   | 113 | 113  | 113 |
| Preferred.....               | 124  | 124 | 124   | 124 | 124  | 124 |
| 1st mortgage, 8s.....        | 124  | 124 | 124   | 124 | 124  | 124 |
| 2d mortgage, 7 3/8s.....     | 123  | 123 | 123   | 123 | 123  | 123 |
| 7s, gold.....                | 123  | 123 | 123   | 123 | 123  | 123 |
| 1st M. (La Crosse div.)..... | 123  | 123 | 123   | 123 | 123  | 123 |
| 1st M. (I. and M. div.)..... | 123  | 123 | 123   | 123 | 123  | 123 |
| 1st M. (L. and D. ext.)..... | 123  | 123 | 123   | 123 | 123  | 123 |
| 1st M. (H. & D. div.).....   | 116  | 116 | 116   | 117 | 117  | 117 |
| 1st M. (O. & M. div.).....   | 123  | 123 | 123   | 123 | 123  | 123 |
| Consolidated B. F.....       | 123  | 123 | 123   | 123 | 123  | 123 |
| Cole. & Northwestern.....    | 127  | 127 | 127   | 127 | 127  | 127 |
| Preferred.....               | 141  | 141 | 142   | 142 | 142  | 142 |
| 1st mortgage.....            | 110  | 110 | 110   | 110 | 110  | 110 |
| Sinking Fund 6s.....         | 111  | 111 | 111   | 111 | 111  | 111 |
| Consolidated 7s.....         | 132  | 132 | 132   | 132 | 132  | 132 |
| Consol. Gold bonds.....      | 124  | 124 | 124   | 124 | 124  | 124 |
| Do. reg.....                 | 124  | 124 | 124   | 124 | 124  | 124 |
| Chic. Rock Isl. & Pac.....   | 135  | 135 | 135   | 135 | 135  | 135 |
| 6s, 1917, c.....             | 124  | 124 | 124   | 124 | 124  | 124 |
| Clev., Col. & Ind. 8s.....   | 86   | 86  | 86    | 86  | 86   | 86  |
| 1st mortgage.....            | 130  | 130 | 130   | 130 | 130  | 130 |
| Clev. & Pittsburg guar.....  | 114  | 114 | 114   | 114 | 114  | 114 |
| 7s, Consolidated.....        | 114  | 114 | 114   | 114 | 114  | 114 |
| 4th mortgage.....            | 114  | 114 | 114   | 114 | 114  | 114 |
| Col., Ohl. & Ind. (Cent 25)  | 25   | 25  | 25    | 25  | 25   | 25  |
| 1st mortgage.....            | 108  | 108 | 108   | 108 | 108  | 108 |
| Col. & Hudson Canal.....     | 101  | 101 | 101   | 101 | 101  | 101 |
| Reg. 7s, 1891.....           | 115  | 115 | 115   | 115 | 115  | 115 |
| Reg. 7s, 1884.....           | 106  | 106 | 106   | 106 | 106  | 106 |
| 7s, 1894.....                | 122  | 121 | 122   | 122 | 122  | 122 |
| Col., Lack. & Western.....   | 121  | 121 | 121   | 121 | 121  | 121 |
| 1st mortgage 7s.....         | 121  | 121 | 121   | 121 | 121  | 121 |
| 7s, Consol. 1907.....        | 121  | 121 | 121   | 121 | 121  | 121 |
| Erie Railway.....            | 126  | 126 | 126   | 126 | 126  | 126 |
| 1st mortgage.....            | 126  | 126 | 126   | 126 | 126  | 126 |
| 2d mort. 6s, ext.....        | 111  | 111 | 111   | 111 | 111  | 111 |
| 2d mortgage.....             | 107  | 108 | 108   | 108 | 108  | 108 |
| 4th mort. 6s, ext.....       | 107  | 108 | 108   | 108 | 108  | 108 |
| 5th mortgage.....            | 130  | 130 | 130   | 130 | 130  | 130 |
| 7s, Consol. gold.....        | 130  | 130 | 130   | 130 | 130  | 130 |
| Great Western 1st mort.....  | 111  | 111 | 111   | 111 | 111  | 111 |
| 2d mortgage.....             | 111  | 111 | 111   | 111 | 111  | 111 |
| Hannibal & St. Joseph.....   | 52   | 51  | 52    | 52  | 51   | 51  |
| Preferred.....               | 105  | 104 | 104   | 105 | 104  | 104 |
| 7s, Convertible.....         | 112  | 112 | 112   | 112 | 112  | 112 |
| Houston & Tex. Cent.....     | 70   | 70  | 70    | 70  | 70   | 70  |
| 1st mortgage.....            | 111  | 111 | 111   | 111 | 111  | 111 |
| Illinois Central.....        | 181  | 182 | 183   | 184 | 183  | 183 |
| Lake Shore & Mich. So.....   | 127  | 126 | 129   | 128 | 128  | 128 |
| Consol. 7s.....              | 123  | 123 | 123   | 123 | 123  | 123 |
| Consol. 7s, reg.....         | 123  | 123 | 123   | 123 | 123  | 123 |
| 2d Consolidated.....         | 123  | 123 | 123   | 123 | 123  | 123 |
| Leh. & W.B. 7s, Con.....     | 123  | 123 | 123   | 123 | 123  | 123 |
| Long Dock bonds.....         | 123  | 123 | 123   | 123 | 123  | 123 |
| Louisville & Nashville.....  | 86   | 86  | 86    | 86  | 86   | 86  |
| 7s, Consolidated.....        | 121  | 121 | 121   | 121 | 121  | 121 |
| Manhattan.....               | 43   | 41  | 42    | 42  | 42   | 42  |
| Metropolitan Elevated.....   | 119  | 117 | 119   | 120 | 120  | 120 |
| 1st mortgage.....            | 105  | 105 | 105   | 105 | 105  | 105 |
| Michigan Central.....        | 119  | 118 | 119   | 119 | 118  | 118 |
| 7s, 1902.....                | 127  | 127 | 127   | 127 | 127  | 127 |
| M. & N. I. 1st, S.F.....     | 110  | 110 | 109   | 109 | 109  | 109 |
| Morris and Essex.....        | 121  | 121 | 121   | 121 | 121  | 121 |
| 1st mortgage.....            | 121  | 121 | 121   | 121 | 121  | 121 |
| 2d mortgage.....             | 121  | 121 | 121   | 121 | 121  | 121 |
| 7s of 1871.....              | 121  | 121 | 121   | 121 | 121  | 121 |
| 7s, Convertible.....         | 121  | 121 | 121   | 121 | 121  | 121 |
| 7s, Consolidated.....        | 121  | 121 | 121   | 121 | 121  | 121 |
| N. Y. Cent. & Hud. Riv 147   | 148  | 148 | 147   | 147 | 147  | 147 |
| 6s, Sinking fund, 1883 105   | 105  | 105 | 105   | 105 | 105  | 105 |
| 6s, Sinking fund, 1887.....  | 105  | 105 | 105   | 105 | 105  | 105 |
| 1st mortgage.....            | 132  | 132 | 132   | 132 | 132  | 132 |
| 1st mortgage, reg.....       | 128  | 128 | 128   | 128 | 128  | 128 |
| N. Y. Elevated.....          | 128  | 128 | 128   | 128 | 128  | 128 |
| 1st mortgage.....            | 118  | 118 | 118   | 118 | 118  | 118 |
| N. York and Harlem.....      | 183  | 183 | 183   | 183 | 183  | 183 |
| Preferred.....               | 183  | 183 | 183   | 183 | 183  | 183 |
| 1st mortgage.....            | 183  | 183 | 183   | 183 | 183  | 183 |
| 1st mortgage, reg.....       | 184  | 184 | 184   | 184 | 184  | 184 |

## New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Feb. 9.

|                              | Th.3 | F.4 | Sat.5 | M.7 | Tu.8 | W.9 |
|------------------------------|------|-----|-------|-----|------|-----|
| N.Y., Lake Erie & W.....     | 48   | 48  | 47    | 48  | 48   | 47  |
| Preferred.....               | 88   | 88  | 87    | 87  | 87   | 87  |
| 2d Consolidated.....         | 100  | 100 | 100   | 100 | 100  | 100 |
| New 2d 5s fund.....          | 95   | 95  | 95    | 95  | 95   | 95  |
| N.Y., N. Haven & Hart.....   | 180  | 178 | 180   | 180 | 180  | 180 |
| North Missouri 1st M.....    | 123  | 123 | 123   | 123 | 123  | 123 |
| Northern Pacific.....        | 37   | 38  | 40    | 41  | 41   | 41  |
| Preferred.....               | 64   | 64  | 67    | 68  | 69   | 69  |
| Ohio and Mississippi.....    | 42   | 42  | 41    | 42  | 42   | 43  |
| Preferred.....               | 103  | 103 | 104   | 104 | 104  | 104 |
| 2d mortgage.....             | 119  | 119 | 119   | 119 | 119  | 119 |
| Consolidated 7s.....         | 119  | 119 | 119   | 119 | 119  | 119 |
| Consol. Sinking fund.....    | 119  | 119 | 119   | 119 | 119  | 119 |
| Pacific Mail S. S. Co. 51    | 51   | 51  | 51    | 51  | 51   | 51  |
| Pacific R. R. of Mo.....     | 107  | 107 | 107   | 107 | 107  | 107 |
| 1st mortgage.....            | 107  | 107 | 107   | 107 | 107  | 107 |
| 2d mortgage.....             | 107  | 107 | 107   | 107 | 107  | 107 |
| Panama.....                  | 226  | 226 | 226   | 226 | 226  | 226 |
| Philadelphia & Reading 64    | 64   | 62  | 62    | 62  | 62   | 62  |
| Pitts. Ft. W. & Chi. gtd 120 | 130  | 130 | 130   | 130 | 130  | 130 |
| 1st mortgage.....            | 137  | 137 | 137   | 137 | 137  | 137 |
| 2d mortgage.....             | 113  | 113 | 113   | 113 | 113  | 113 |
| 3d mortgage.....             | 113  | 113 | 113   | 113 | 113  | 113 |
| Pullman Palace Car.....      | 15   | 15  | 15    | 15  | 15   | 15  |
| Quicksilver Mining Co.....   | 56   | 56  | 57    | 58  | 59   | 59  |
| Preferred.....               | 65   | 65  | 65    | 65  | 65   | 65  |
| St. Louis & San Fran.....    | 65   | 65  | 64    | 64  | 65   | 65  |
| Preferred.....               | 90   | 90  | 90    | 90  | 90   | 90  |
| 1st Preferred.....           | 43   | 43  | 43    | 43  | 43   | 43  |
| St. L., Alton and T. H. 49   | 124  | 124 | 124   | 124 | 124  | 124 |
| Preferred.....               | 134  | 134 | 134   | 134 | 134  | 134 |
| 1st mortgage.....            | 111  | 111 | 111   | 111 | 111  | 111 |
| 2d mort. preferred.....      | 108  | 108 | 108   | 108 | 108  | 108 |
| Income bonds.....            | 104  | 104 | 104   | 104 | 104  | 104 |
| St. L., Iron Mt. & S. A. 59  | 59   | 59  | 59    | 59  | 59   | 59  |
| 1st mortgage.....            | 115  | 115 | 115   | 115 | 115  | 115 |
| 2d mortgage.....             | 112  | 112 | 112   | 112 | 112  | 112 |
| Tol., P. & War. 1st E.D..... | 119  | 119 | 119   | 119 | 119  | 119 |
| 1st mort., West. Div.....    | 116  | 116 | 116   | 116 | 116  | 116 |
| Union Pacific.....           | 110  | 110 | 110   | 110 | 110  | 110 |
| 1st mortgage.....            | 113  | 113 | 113   | 113 | 113  | 113 |
| Land Grant 7s.....           | 114  | 114 | 114   | 114 | 114  | 114 |
| Sinking Fund 8s.....         | 123  | 123 | 123   | 123 | 123  | 123 |
| United States Express.....   | 19   | 19  | 19    | 19  | 19   | 19  |
| Wabash.....                  | 58   | 58  | 58    | 58  | 58   | 58  |
| 1st mortgage.....            | 111  | 111 | 111   | 111 | 111  | 111 |
| 2d mortgage.....             | 111  | 111 | 111   | 111 | 111  | 111 |
| 7s, Consolidated.....        | 109  | 109 | 109   | 109 | 109  | 109 |
| St. Louis Division.....      | 87   | 87  | 87    | 87  | 87   | 87  |
| Wabash, St. L. & Pac. 48     | 48   | 47  | 47    | 47  | 47   | 47  |
| Preferred.....               | 87   | 87  | 87    | 87  | 87   | 87  |
| New Mort. 7s.....            | 110  | 110 | 110   | 110 | 110  | 110 |
| Wells-Fargo Express.....     | 119  | 119 | 119   | 119 | 119  | 119 |
| Western Pacific bonds.....   | 116  | 116 | 116   | 116 | 116  | 116 |
| Western Union Tel.....       | 115  | 115 | 115   | 115 | 115  | 115 |
| 7s, S.F. conv., 1900.....    | 115  | 115 | 115   | 115 | 115  | 115 |

## Boston Stock Exchange.

Closing Prices for the week ending Feb. 9.

|                              | Th. 3   | F. 4    | Sat. 5  | M. 7    | Tu. 8   | W. 9    |
|------------------------------|---------|---------|---------|---------|---------|---------|
| Atch., Top. and Sap. Fe. 138 | 138     | 140     | 140     | 140     | 139     | 139     |
| 1st mortgage.....            | 129     | 130     | 129     | 129     | 129     | 129     |
| 2d mortgage.....             | 129     | 129     | 129     | 129     | 129     | 129     |
| Land Grant 7s.....           | 150     | 150     | 150     | 150     | 150     | 150     |
| Boston and Albany.....       | 169     | 169     | 169     | 169     | 169     | 169     |
| 7s, reg.....                 | 105     | 105     | 105     | 105     | 105     | 105     |
| Boston and Lowell.....       | 148     | 147     | 148     | 148     | 148     | 148     |
| Boston and Maine.....        | 148     | 147     | 148     | 148     | 148     | 148     |
| Boston and Providence.....   | 58      | 60      | 60      | 60      | 59      | 59      |
| Boston, Hart. & Erie 7s..... | 58      | 60      | 60      | 60      | 59      | 59      |
| Burl. & Mo. R. L. G. 7s..... | 114     | 114     | 114     | 114     | 114     | 114     |
| Burl. & Mo. R. in Neb.....   | 114     | 114     | 114     | 114     | 114     | 114     |
| 6s, exempt.....              | 114     | 114     | 114     | 114     | 114     | 114     |
| Chic. Burl. and Quincy.....  | 171     | 174     | 172     | 172     | 172     | 173     |
| 7s.....                      | 126     | 126     | 126     | 126     | 126     | 126     |
| Chic. Sand. & Cle. 7s 22     | 22      | 22      | 22      | 22      | 22      | 22      |
| Concord (\$50).....          | 100     | 100     | 100     | 100     | 100     | 100     |
| Connecticut River.....       | 169     | 169     | 169     | 169     | 169     | 169     |
| Eastern.....                 | 86      | 86      | 86      | 86      | 87      | 86      |
| New 4 1/2 Bonds.....         | 104     | 104     | 104     | 104     | 104     | 105     |
| Fitchburg.....               | 149     | 149     | 149     | 149     | 149     | 149     |
| Kan. C., Top. & West.....    | 104     | 104     | 104     | 104     | 104     | 104     |
| Michigan Central.....        | 104     | 104     | 104     | 104     | 104     | 104     |
| N. Y. & New England.....     | 118 1/2 | 118 1/2 | 118 1/2 | 118 1/2 | 118 1/2 | 119     |
| 7s.....                      | 104     | 104     | 104     | 104     | 105     | 105     |
| Northern, N. H.....          | 104     | 104     | 104     | 104     | 104     | 105     |
| Norwich & Worcester.....     | 25      | 25      | 25 1/2  | 25      | 25      | 26      |
| Ogden & Lake Cham.....       | 80 1/2  | 80 1/2  | 80 1/2  | 80 1/2  | 80 1/2  | 80 1/2  |
| Preferred.....               | 129     | 129     | 129     | 129     | 129     | 129     |
| Old Colony.....              | 72      | 71 1/2  | 72      | 71 1/2  | 71 1/2  | 71 1/2  |
| Ph. Wil. & Balt. (\$50)..... | 72      | 71 1/2  | 72      | 71 1/2  | 71 1/2  | 71 1/2  |
| Portl'd, Saco & Ports.....   | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 |
| Pueblo & Ark. Val.....       | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 |
| 7s.....                      | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 |
| Pullman Palace Car.....      | 138     | 138     | 139     | 139     | 139     | 140     |
| Union Pacific.....           | 116     | 116     | 116     | 116     | 116     | 117     |
| 8s.....                      | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 | 113 1/2 |
| Land Grant 7s.....           | 120     | 119 1/2 | 119 1/2 | 119 1/2 | 120     | 120     |
| Sinking Fund 8s.....         | 119 1/2 | 119 1/2 | 119 1/2 | 119 1/2 | 120     | 120     |
| Vermont and Canada.....      | 110     | 110     | 110     | 110     | 110     | 110     |
| Vermont and Mass.....        | 110     | 110     | 110     | 110     | 110     | 110     |
| Worcester & N. Nashua.....   | 62      | 62      | 62      | 62      | 62      | 62      |
| Cambridge (Horse).....       | 73      | 73      | 73      | 73      | 73      | 73      |
| Metropolitan ( " ).....      | 73      | 73      | 73      | 73      | 73      | 73      |
| Middlesex ( " ).....         | 73      | 73      | 73      | 73      | 73      | 73      |
| Qu. & Reels Mining Co.....   | 36 1/2  | 36 1/2  | 36 1/2  | 36 1/2  | 36 1/2  | 37      |
| Quincy.....                  | 36 1/2  | 36 1/2  | 36 1/2  | 36 1/2  | 36 1/2  | 37      |



fund, as stated by the report for 1879, was \$1,141,991 31; its amount at the end of the year 1880 was \$1,231,677 85. Except \$245,327 85 in cash this sum is invested in city, town and State bonds.

The closing quotations on Thursday were: Adams Express, 128@130; American Express, 69@70; American District Telegraph, 70¼@70½; American Union Telegraph, 79@80; Atlantic and Pacific Telegraph, 47¼@47½; Canada Southern, 84¼@84½; Central of New Jersey 96½@96¾; Central Pacific, 89¼@89½; Chicago and Northwestern, 129¾@129½; do. pref., 142¼@142½; Chicago and Alton, 149@150; Chicago, Burlington and Quincy, 178@178½; Chicago, Milwaukee and St. Paul, 114½@114¾; do. pref., 124¼@125½; Chicago, Rock Island and Pacific, 135¼@136; Columbus, Chicago and Indiana Central, 25½@26½; Cleveland, Columbus, Cincinnati and Indianapolis, 86@86½; Hannibal and St. Joseph, 52¾@53; do. pref., 105¼@105½; Illinois Central, 135¼@135½; Lake Erie and Western, 57¼@57½; Lake Shore and Michigan Southern, 129¼@129½; Michigan Central, 119@119½; Metropolitan Elevated, 120¼@120½; Manhattan Elevated, 42¼@42½; New York Elevated, 127¼@128; New York, Lake Erie and Western, 48¼@48½; New York, Ontario and Western, 42½@42¾; New York Central and Hudson River, 147¼@147½; Ohio and Miss., 44¼@44½; do. pref., 108@108½; Pacific Mail, 56½@56¾; St. Louis, Iron Mountain and Southern, 60¼@61; St. Louis, Alton and Terre Haute, 47¼@48; do. pref., 130¼@131; Union Pacific 119¾@120; United States Express, 57@58; Wells Fargo Express, 117@118½; Western Union Telegraph, 117¼@118; Wabash, St. Louis and Pacific, 48@48½; do. pref., 88¼@88½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

**New York.**—Boston and New York Air Line, 48; Boston, Hartford and Erie 1st, 59¼; Chicago and Northwestern Int. bonds, 108; Chicago and Milwaukee 1st, 121¼; Chicago and Eastern Illinois 1st, 106½; Chicago, St. Louis and New Orleans, 54; Chesapeake and Ohio 1st pref., 84; do. 2d pref., 25½; do. cur. int., 50½; do. 1st, Series B, 82¼; Chicago, St. Paul, Minneapolis and Omaha, 47¼; do. pref., 104¼; do. consol., 106¼; Cincinnati, Sandusky and Cleveland, 46; Cedar Falls and Minnesota, 24½; Central Iowa, 81; do. 1st, 113¼; do. debent. certif., 90; Chicago, Milwaukee and St. Paul S. W. div., 6s, 107½; do. Southern Minn. div., 107; Col., Chi. and Ind. Cent. 1st Trnst Co. certif. ass. sup., 106¼; do. Inc., 72; Clev., Col., Cin. and Ind. consol., 121½; Clev., Paines and Ash. 7s, 118¼; Cleveland and Toledo S. F., 109; do. 7s, new, 108¼; Denver and Rio Grande, 97¼; do. 1st, 115½; do. 1st consol., 113; Dubuque and Sioux City, 82; Denver, South Park and Pacific 1st, 107¾; Galveston, Harrisburg and San Antonio 1st, 102½; Houston and Texas Central 2d, M. L., 126; do. 1st Inc. and Ind., 99¼; International and Gt. Northern, 65; do. 1st, 109¼; do. 2d Inc., 93; I. J., Bloom. and Western, 61; do. 1st, 85; do. 2d, 75; do. Inc., 80; Indianapolis, Decatur and Springfield 1st, 107; do. 2d, 64½; Keokuk and Des Moines, 22; do. pref., 53; do. 1st, 105; Kansas Pacific 1st consol., 104; do. 6s, Denver

Div. ass., 108; Lehigh and Wilkesbarre Inc., 99½; do. 1st consol. ass., 110¼; Louisiana and Missouri River 20; Lake Erie and Western, 56¾; do. 1st, 109½; do. Inc., 82¼; Louisville, New Albany and Chicago, 77; Louisville and Nashville Gen'l mort., 6s, 108½; do. N. O. and Mobile 6s, 103; Laf., Bloom. and Muncie Inc., 81¼; Minneapolis and St. Louis 1st, 118; do. 1st guar., 126; do. 1st Iowa ex., 111; Marietta and Cincinnati 1st pref., 12; do. 2d pref., 7; Mobile and Ohio, 22½; do. 1st debent., 88¾; do. 2d debent., 50; do. 1st mort., 109; Missouri, Kansas and Texas, 46½; do. consol. ass., 108½; do. 2d, 82; Manhattan Beach, 34; Memphis and Charleston, 42½; Missouri Pacific 1st consol., 104; Metropolitan Elevated 2d, 95; Nashville, Chattanooga and St. Louis, 74; do. 1st, 117; New York, Ontario and Western, 40½; do. pref., 80; New York, Pennsylvania and Ohio Inc., 63; New Jersey Southern 6s, guar., 96; New York and Manhattan Beach 1st, 107; Ohio Central, 33½; do. 1st, 106; do. Inc., 68½; Oregon Railway and Nav., 175; do. 1st, 107; Ohio and Mississippi 1st, Springfield div., 116½; Peoria, Decatur and Evansville 41¼; do. 1st, 108; do. Inc., 83¼; do. Evansville div., 81; Pittsburg, Titusville and Buffalo, 40; Panama S. F. 6s, 109; Rensselaer and Saratoga, 136; Rome, Watertown and Ogdensburg 1st consol., 90; St. Paul and Duluth, 26; St. Paul, Minneapolis and Manitoba, 89¾; do. 1st, 109; do. 2d, 105½; St. Paul and Sioux City 1st, 113; Southern Pacific of California, 1st, 104; South Pacific of Mo. 1st, 105¼; St. Louis and Iron Mt., 1st pref. Inc., 95; do. 2d pref. Inc., 85¼; do. Cairo, Ark. and Texas 1st, 110; do. Cairo and Fulton 1st, 110½; do. Arkansas Branch, 113; St. Louis and San Francisco 2d, class B, 88; do. C, 86; St. Louis, Kansas City and Northern, Omaha div. 1st, 118½; do. St. Charles Bridge 1st, 104; Texas and Pacific, 54; do. Income L. G., 83¾; do. Rio Grande div. 1st, 99; Toledo and Wabash Equip., 55; Utah Southern Gen'l mort., 7s, 110; Wabash, St. Louis and Pacific, Gen'l mort., 99¼; Alabama Class A, 72; do. B, 96; do. C, 88; Louisiana 7s, consol., 54; Missouri 6s, 1887, 110; North Carolina S. T., 3d class, 8; do. 6s, new, issued Chatham R. R., 6¼; South Carolina 6s, non-fund., 5¾; Tennessee 6s, old, 49½; do. new, 49½; Virginia 6s, def., 14; do. 6s, consol., ex-mat. coupon, 78¼; do. 2d Series, 40; American Union Tel., 79; Am. Dist. Tel., 69; Sutro Tunnel, 1¼; Colorado Coal and Iron, 53; do. 6s, 96; Consolidation Coal, 41¼; Maryland Coal, 81; New Central Coal, 83½; Central Mining, 5½; Caribou, 8; Excelsior, 6; Homestake, 26½; Little Pittsburg, 6¾; Mariposa, 8½; do. pref., 5; Ontario, 86½; Standard, 25½; Starmont, 2¾; Silver Cliff, 4¾.

**Philadelphia.**—Am. S. S. Co., 81½; Buffalo, Pittsburg and Western, 20; Central Transp., 48½; Chesapeake and Del. Canal 6s, 90; Empire Car Trust, 101½; Elmira and Williamsport 6s, 96½; Junction 1st mort. 6s, 103; Huntingdon and Broad Top Mt. consol. 7s, 73; Morris Canal pref., 170; North East Pennsylvania 7s, 105; Nesquehoning Valley, 59; Philadelphia, Germantown and Norristown R. R., 110; Pennsylvania and New York Canal 7s, 1906, 127¼; Philadelphia and Reading C. & I. mort. 7s, 70; Philadelphia and Reading R. R. scrip, 73; do.

Income 7s, 80; Pennsylvania Co. 6s, 108¼; St. Paul and Duluth pref., 71; Shamokin, Hazleton and Wilkesbarre 5s, 96; Texas and Pacific, 58; do. consol. mort. 6s, 103½; do. Rio Grande div. 6s, 98½; Union and Titusville 7s, 100½; West Jersey R. R., 81. The latest quotations are: City 6s, 110@111; do. free of tax, 128@129; do. 4s, new, 106½@110; Pennsylvania State 6s 2d series, 101@102; do. 3d series, 104@105½; do. 5s, new loan, 117@117½; do. 4s, new, 108@111; Philadelphia and Reading R. R., 81¼@81½; do. consol. mort. 7s, comp. 124¼@126; do. reg., 121¼@125½; do. mort. 6s, 117@—; do. 7s, 1893, 121@124; United New Jersey R. R. and Canal, 184@185; Buffalo, Pittsburg and Western, 19¼@19½; Pittsburg, Titusville and Buffalo 7s, 97¾@98¼; Camden and Amboy mort. 6s, 1889, 115@—; Pennsylvania R. R., 65¾@65½; do. gen'l mort., coupon, 124¼@125¼; do. reg., 125@—; do. consol. mort. 6s, reg., 118@120; Little Schuylkill R. R., 51¾@52; Morris Canal, 62@64; do. pref., 164@165; Schuylkill Nav., —@5; do. pref., 10¼@11½; do. 6s, 1882, 80@80½; do. 1872, 104@105; Elmira and Williamsport pref., 53@—; do. 6s, 112@115; do. 5s, 96@98; Lehigh Coal and Navigation, 42¼@42½; do. 6s, 1884, 106@106½; do. R. R. loan, —@117; do. Gold Loan, 110@110½; do. consol. 7s, 115¾@116½; Northern Pacific, 41¼@41½; do. pref., 69¾@69½; North Pennsylvania, 58¾@58½; do. 6s, 108@109; do. 7s, 118@121; do. Gen'l mort. 7s, reg., 120@122; Philadelphia and Erie, 23¼@23½; do. 6s, 102@102½; do. 7s, 117@118; Minehill, —@58¾; Catawissa, 13@14; do. pref., 50¾@50½; do. new pref., 48¾@49½; do. 7s, 1900, 120@—; Lehigh Valley 59½@59¾; do. 6s, coupon, 121@123; do. reg., 121@122½; do. 2d mort. 7s, 134¼@135; do. consol. mort., 117¼@117½; Fifth and Sixth streets (horse), 125@—; Second and Third, 105@115; Thirteenth and Fifteenth, —@74; Spruce and Pine, 56@58; Green and Coates, 85@103; Chestnut and Walnut, 90@—; Hestonville, 19¾@20¼; Germantown, 68@70; Union, 119@122½; Lombard and South, 12¼@18; West Philadelphia, 87@90; People's, 18¾@19; Continental, 101@—.

**Boston.**—Atchison, Topeka and Santa Fe 5s, 96¼; do. 7s, guar., 117½; Boston Land, 10; Boston Water, 12½; Boston, Clinton, Fitchburg and New Bedford, 45½; Boston, Revere Beach and Lynn, 115; Burlington and Missouri River in Nebraska 6s, non-exempt, 105¾; Cincinnati, Sandusky and Cleveland 7s, 106; Central of Iowa, 88¼; Chicago and West Michigan, 74½; Connecticut and Passumpsic Rivers R. R., 87½; Detroit, Lansing and Northern 7s, 117¾; Flint and Pere Marquette, 27½; do. pref., 87¾; Iowa Falls and Sioux City, 65¾; Kansas City, Fort Scott and Gulf, 84; Kansas City, Lawrence and Southern 4s, 104¼; Kansas City St. Joseph and Council Bluffs 7s, 121; Louisiana and Missouri River, 40; do. pref., 41; Little Rock and Ft. Smith, 63¾; do. 7s, 110½; Mexican Central Blocks, new series, 105½; do. old, 116; Marquette, Houghton and Ontonagon 6s, 98¾; New York and New England 6s, 100½; Ogdensburg and Lake Champlain consol. 6s, 90; do. Income, 38; Portsmouth, Gt. Falls, and Conway 7s, 106½; Republican Valley 6s, E. D., 105½; do. W. D., 106; Rutland, 5½; do. pref., 29; do. 6s,



79¾; do. 6s, 100; Summit Branch, 21; Wisconsin Central, 26; Allouez Mining Co., 4¾; Atlantic, 17; Brunswick Antimony, 21½; Blue Hill, 5½; Catalpa, 2¾; Contentment, 1½; Central, 40; Copper Falls, 11¾; Duncan, 3¾; Douglas, 3¾; Empire, 43c.; Franklin, 16½; Harshaw, 16; Haron, 5½; Hungarian, 50c.; Madison, 1¾; Mesnard, 1¾; National, 2¾; Osceola, 39½; Orford, 10¾; Pewabic, 20½; Ridge, 6¾; Silver Islet, 33½; St. Clair, 3¾; Sullivan, 7¾; Star, 2¾.

**Baltimore.**—Atlantic Coal, 1.25; Atlanta and Charlotte Air Line 1st, 103¾; Baltimore and Ohio 2d pref., 119; Baltimore City 6s, 1886, 112; do. 1890, 120¾; do. 6s, 1900, 123¾; do. 5s, 1894, 117; Charlotte, Columbia and Augusta 7s, 102; Cincinnati and Baltimore 7s, 109; Consolidation Coal, 40½; Chesapeake and Ohio Canal 6s, 81; George's Creek Coal, 99; Hampshire Coal, 1.25; Maryland Defense 6s, 107; North Carolina 4s, 85½; People's Pass. R. R. bonds, 102; Parkersburg Branch, 8; Virginia 10-40 coupons, 94; Wilmington, Columbia and Augusta 6s, 107½. The latest quotations are: Baltimore and Ohio, 185@195; do. 6s, 1885, 109½@—; Northern Central, 48¾@49¾; do. 6s, 1904, 113¾@113¾; do. 5s, 1926, —@99¼; Marietta and Cincinnati 1st, 123@125; do. 1st, Sterling, —@122; do. 2d 7s, 95½@95½; do. 3d 8s, 51½@52; Orange, Alex. and Manassas 7s, 102@103—; Orange and Alex. 4th 8s, 59¾@60¾; Wilmington, Columbia and Augusta, 6s, 107¼@108; Virginia and Tennessee 2d 6s, 102¾@103; Central Ohio 1st mort., 115½@117; Pittsburg and Connellsville, 7s, 120@122; Baltimore City 6s, 1890, —@120½; do. 5s, 1894, 117½@—; do. 6s, 1900, 117@—; do. 5s, 1916, 120½@—; Virginia consols., 79¼@79¾; do. consol. coupons, 93½@93¾; do. 10-40 bonds, 51½@51¾; do. 10-40 coupons, 93¾@94; City Passenger R. R. 37¾@38¾; Consolidation Coal, 41@43.

#### New York Canals.

The Canal question in New York would be, in the absence of the speculative mania, almost a National question to-day. It is exciting the Legislature, and taking up the more thoughtful part of the press. The New York canals brought seventy millions of bushels of grain from the West to New York last year, and five thousand boats, employing fifty thousand men, equipped these canals. The railroads, however, hate the Erie Canal, because it lowers their tolls. Horatio Seymour's son is the State Engineer, and he is following the policy of De Witt Clinton—to deepen and enlarge the Erie Canal and make it a steamship water course.

The Canadians are spending \$30,000,000 to complete their steamship canal system, in addition to \$20,000,000 formerly spent, and by 1884, vessels of 1,800 tons can go from Chicago to Montreal and Europe without breaking bulk, an advantage of four hundred miles over New York. Engineer Seymour wants the banks of the Erie Canal raised one foot, which would give another foot depth of water, and allow each boat to carry fifty tons of wheat or cattle more than now, at a cost of only \$1,000,000. By supplying steam to the locks there will be a saving of thirty seven hours in passing through the canal, which would give one round trip the season more to each boat. He also proposes to charge nothing to boats carrying their westward freight of merchandise, etc.,

so that they can take that reduction off the price of transportation for wheat eastward. By the Constitution of New York, however, no more money can be spent on the canal in any one year than the receipts were the year preceding, and tolls last year were less than \$1,200,000.—[Gath to Cincinnati Enquirer.

#### Chicago, St. Paul, Minneapolis and Omaha Railway.

The following is an official statement of the mileage of the different divisions of the road of this company:

**Eastern Division**—Elroy to St. Paul, 198 miles; River Falls branch, 12 miles; Menominee Railroad, 3 miles; Stillwater branch, 4 miles.

**Northern Division**—N. Wis. Junction to Cable, 120 miles.

**St. Paul Division**—St. Paul to St. James, 122 miles; Blue Earth branch, 44 miles.

**Sioux City Division**—St. James to Sioux City, 148 miles; Sioux Falls branch, 98 miles; Black Hill branch, 44 miles; Rock River branch, 28 miles.

**Nebraska Division**—Covington to Omaha, 126 miles; Niobrara branch, 16 miles.

Total, 933 miles.

The bonds of the different divisions are as follows: Chicago, St. Paul and Minneapolis 1st mortgage, \$3,000,000; Chicago, St. Paul and Minneapolis land grant, \$118,000; North Wisconsin 1st mortgage, \$500,000; St. Paul and Sioux City 1st mortgage, \$6,100,000; Hudson and River Falls 1st mortgage, \$125,000; St. Paul, Stillwater and Taylors' Falls 1st mortgage, \$334,800; Chicago, St. Paul, M. & O. Consol 1st mortgage, \$4,185,000—total, \$14,662,000.

The capital stock of the company is as follows: common, \$13,565,200; preferred, \$9,615,600—total, \$23,180,800.

#### Northern Minnesota Railroad.

The charter of this company is an old one, and has only recently passed into the hands of New York capitalists. At a meeting of the executive committee held at No. 23 Fifth Avenue on the 4th inst., B. S. Henning was authorized to contract for the necessary ties for the first hundred miles of the road, and also steel rails for the same. It is the intention of the management to push the road as rapidly as possible from a point on the Northern Pacific Railroad west through Dakota Territory to the Black Hills, making, when completed, a line of road about 600 miles in length. The proposed line is looked upon as one of the best of the new lines of the North-west, passing through Otter Tail, one of the most productive counties of Minnesota, and then west through the celebrated wheat district of Dakota. The following is the list of Directors: Frederick Billings, Hugh J. Jewett, Austin Corbin, A. B. Cornell, A. H. Barney, Johnstone Livingstone, B. P. Cheney, Robert Harris, and B. S. Henning.

—The New York, New Haven and Hartford Railroad Co., is testing the Eames patent brake and coupler on one of its fast trains. The large locomotive owned by the company which manufactures the brake will be used one way, while another engine which is being fitted with the necessary machinery will be used to take the train back. The peculiar feature of the brake is that if one or more cars become detached from a train

while in motion it acts automatically and stops the detached cars. It is also claimed that in case of an accident the Eames brake will prevent the triescoping of cars, because the brake, whether connected with the engine or disconnected, acts on each car separately and independently.

#### Railroads of Maine.

The Commissioners of the State of Maine, in their 22d Annual Report, about to be issued, say that all the railroads are not only safe but that most of them have been greatly improved. On the main line progress seems to have been the order of the day. The continued remarkable exemption from serious accident bears unmistakable evidence of the ability and efficiency of the management.

One new road (Old Orchard Beach) has been built during the year, from the Old Orchard Depot on the line of the Boston and Maine Railroad, to the Saco River, a distance of three miles. The total number of miles of railroad now operated in Maine is 1,080.04.

The New Brunswick Railway has changed ownership during the year and the company intends to change the gauge from 3½ feet to the standard gauge of 4 feet 8½ inches, fully repair the road and extend it to a connection with the Riviere du Loup Railway, and thus open a line to Quebec. Of the Bangor and Piscataquis Railroad, as the distance from its present terminus to Moosehead Lake is only thirteen miles, the Commissioners hope to see it completed to that point at an early day.

The faulty construction of the Euproean and North American Railroad has been considerably improved. This road has the advantage of being the only railroad communication between the East and West, and its usefulness must increase with the facilities it offers for transportation.

The Maine Central Railroad company design to put their road in the best possible condition to secure the safe and rapid transit of passengers and freight, and to fully provide for the constantly increasing traffic. The past season has taxed the resources of this road to the utmost. During the year 2,000 tons of steel rails and 45,000 ties or sleepers have been laid upon the road. Twenty miles of track have been ballasted and raised, and two and one-half miles of new side track built.

While criticising the manner in which the Sandy River Narrow Gauge Railroad was constructed, they do not want to be understood as considering the road unsafe, "as it is not, the company having made marked improvement since they received it from the contractors."

The Indianapolis and Ohio State Line and the Indianapolis and Eastern Railroad Companies have completed their organization. The former elected C. W. Fairbanks President, C. E. Henderson Treasurer, and Henry Diehl Secretary. The Indiana and Eastern elected J. D. Campbell President, C. W. Fairbanks Treasurer and H. C. Diehl Secretary.

Mr. Wm. H. Vanderbilt has purchased the Manhattan market property in New York, which was burned a short time ago, ostensibly for railroad purposes. The price paid was \$375,000.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads.  | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. | Marked thus (*) are leased roads. | Stock outstanding. | Dividend Periods. | Last Dividend Payable. |
|------------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|-----------------------------------|--------------------|-------------------|------------------------|
| Albany and Susq.....100            | 13,500,000         | J. & J.           | Jan. '81 24            | Little Schuylkill.....100         | 2,644,100          | J. & J.           | Jan. '81 24            | Ware River.....100                | 750,000            | J. & J.           | July '80 31            |
| Ashuelot.....100                   | 210,000            | quarterly         | Oct. '79 14            | Louisville & Nashville.....100    | 18,130,000         | F. & A.           | Feb. '81 3             | Warren (N. J.).....100            | 1,500,000          | A. & O.           | Jan. '80 3             |
| Atch. Pop. & Santa Fe.....100      | 10,409,300         | quarterly         | Feb. '81 2             | Louisv. N. Alb. & Chi.....100     | 3,000,000          | J. & D.           | Dec. '70 3             | Warwick Valley.....100            | 225,000            | J. & J.           | July '80 3             |
| Atlanta and West Point.....100     | 1,232,200          | J. & J.           | July '80 4             | Lowell and Andover.....100        | 500,000            | J. & J.           | July '80 31            | Westchester & Phil. pref.....100  | 821,300            | J. & J.           | July '80 2             |
| Atlantic and St. Law.....100       | 4,000,000          | M. & S.           | Sept. '80 3            | Lowell and Lawrence.....100       | 200,000            | A. & O.           | Apr. '78 2             | West Jersey.....100               | 1,555,750          | F. & A.           | Nov. '79 2             |
| Augusta and Savannah.....100       | 1,022,900          | J. & D.           | June '80 31            | Lykens Valley.....100             | 600,000            | F.M.A.N.          | Feb. '79 24            | Wilmington & Weldon.....100       | 1,452,300          | J. & D.           | Nov. '79 3             |
| Avon, Genesee & Mt. M.....100      | 225,000            | A. & O.           | Jan. '78 3             | Manchester and Law.....100        | 1,000,000          | M. & N.           | Nov. '80 5             | Winchester & Potomac.....100      | 180,000            | J. & J.           | Jan. '81 3             |
| Baltimore and Ohio.....100         | 14,216,900         | M. & N.           | Nov. '80 5             | Marionetta & Cincinnati.....100   | 1,408,912          | — & —             | —                      | Winchester & Strasburg.....100    | 500,000            | J. & J.           | Jan. '81 3             |
| Washington Br.....100              | 4,569,578          | J. & J.           | July '80 3             | “ 1st pref.....100                | 3,130,719          | M. & S.           | Sep. '66 3a            | Worcester and Nashua.....75       | 1,789,300          | J. & J.           | Jan. '81 2             |
| “ pref.....100                     | 1,850,000          | A. & O.           | Oct. '80 5             | “ 2d pref.....100                 | 4,460,368          | M. & S.           | Sep. '66 3a            | HORSE-POWER R. R.                 |                    |                   |                        |
| Berkshire.....100                  | 600,000            | quarterly         | Apr. '80 14            | Massachusetts.....100             | 400,000            | F. & A.           | Feb. '81 2             | Albany City.....100               | 110,300            | — & —             | —                      |
| Boston and Albany.....100          | 20,000,000         | M. & N.           | Dec. '80 2             | Memphis & Charleston.....25       | 5,312,725          | J. & D.           | Jan. '69 3             | Baltimore City.....25             | 1,000,000          | J. & J.           | Jan. '81 5             |
| Bos. Olin, F. & N. Bel.....100     | 1,297,600          | —                 | —                      | Metropolitan Elevated.....100     | 6,500,000          | quarterly         | Jan. '81 24            | Balt., Cat. & El. Mills.....100   | 1,000,000          | J. & J.           | Jan. '80 3             |
| “ pref.....100                     | 1,750,100          | —                 | —                      | Michigan Central.....100          | 18,738,204         | F. & A.           | Feb. '81 4             | Boston & Chelsea pref.....100     | 121,000            | A. & O.           | Oct. '80 1             |
| Agricultural Br. guar.....100      | 90,000             | J. & D.           | June '76 3             | Middlesex Central.....100         | 2,136,354          | F. & A.           | Feb. '81 3             | Broadway (Brooklyn).....100       | 200,000            | J.A.J.O.          | Apr. '78 4             |
| Bost., Conco. & Mont. pref.....100 | 800,000            | M. & N.           | Nov. '80 3             | Mill Creek & Minehill.....100     | 328,375            | J. & J.           | Jan. '81 5             | Broadway & 7th Av. (N.Y.).....100 | 4,100,000          | J.A.J.O.          | Apr. '79 3             |
| Boston and Lowell.....100          | 2,250,000          | J. & J.           | Jan. '81 2             | M. Hill & Schuyl. Hav. *.....100  | 3,856,450          | J. & J.           | Jan. '81 31            | Brooklyn & Hunter's Pt.....100    | 400,000            | A. & O.           | Apr. '79 3             |
| Boston and Maine.....100           | 9,921,274          | M. & N.           | Nov. '80 4             | Missouri Pacific.....100          | 2,416,000          | quarterly         | Jan. '81 1             | Brooklyn City.....100             | 2,000,000          | F.M.A.N.          | Aug. '79 1             |
| Boston and Providence.....100      | 4,000,000          | M. & N.           | Nov. '80 4             | Mobile & Montgomery.....100       | 2,794,800          | F. & A.           | Feb. '80 21            | Bushwick (Brooklyn).....100       | 809,000            | J. & J.           | July '81 31            |
| Attleboro and Branch.....100       | 131,700            | J. & J.           | Jan. '81 3             | Morris and Essex.....100          | 16,000,000         | J. & J.           | Jan. '81 6             | Cambridge.....100                 | 908,600            | J.A.J.O.          | Oct. '80 4             |
| Bost. Revere B. & Lynn.....100     | 850,000            | J. & J.           | Jan. '81 3             | Mt. Carbon & Pt. Carbon.....100   | 282,350            | M. & N.           | Nov. '80 31            | Con. Park N. & E. Riv.....100     | 1,068,400          | J. & J.           | Jan. '79 3             |
| Buffalo, N. Y. and Erie.....100    | 960,000            | J. & J.           | Dec. '80 3             | Nashua and Lowell.....100         | 1,305,800          | A. & O.           | Oct. '80 1             | Citizens (Phila.).....100         | 600,000            | J. & J.           | Jan. '78 10            |
| Burl. & Mo. Riv. in Neb.....100    | 8,537,800          | quarterly         | Feb. '70 2             | Nashua and Rochester.....100      | 1,529,000          | J. & D.           | Dec. '79 3             | Citizens (Phila.).....100         | 200,000            | M. & N.           | Nov. '77 10            |
| Burl. & Mo. Riv. in Neb.....100    | 377,400            | quarterly         | Apr. '80 31            | Nashville and Decatur.....100     | 1,529,000          | J. & O.           | Apr. '80 11            | Coney Island & Brooklyn.....100   | 800,000            | A. & O.           | Oct. '80 5             |
| Camden and Atlantic.....100        | 838,311            | quarterly         | Apr. '80 31            | Nash, Chat. & St. Louis.....25    | 4,675,256          | A. & O.           | Apr. '80 11            | Continental (Phila.).....100      | 180,000            | A. & O.           | Oct. '80 5             |
| “ pref.....100                     | 381,925            | J. & J.           | Jan. '81 3             | Nesquehoning Valley.....100       | 2,000,000          | J. & J.           | Jan. '81 6             | D. Dock E. B'dw. & Bat.....100    | 1,200,000          | F.M.A.N.          | May '79 2              |
| Camden and Burl. Co.....100        | 447,000            | J. & D.           | June '80 3             | “ pref.....100                    | 1,000,000          | M. & S.           | Sep. '80 31            | Eighth Avenue (N.Y.).....100      | 1,000,000          | J. & J.           | Jan. '79 6             |
| Orpe May and Millville.....100     | 1,159,600          | Oct. '80 14       | —                      | N. Castle & Beaver Val. *.....100 | 1,000,000          | quarterly         | Oct. '78 3             | Elizabeth and Newark.....100      | 200,000            | — & —             | —                      |
| Catawissa.....100                  | 2,200,000          | M. & N.           | Nov. '80 31            | N. Haven & Northamp.....100       | 1,418,800          | quarterly         | Oct. '80 14            | 42nd St. & G. St. Ferry.....100   | 748,000            | M. & N.           | May '79 6              |
| “ pref.....100                     | 1,000,000          | M. & N.           | Nov. '80 31            | New London Northern.....100       | 1,418,800          | quarterly         | Jan. '81 2             | Frankf. & Southw. (Ph.).....100   | 600,000            | A. & O.           | Apr. '80 4             |
| “ 2d pref.....100                  | 689,110            | J. & J.           | Jan. '80 4             | N. Y. Cen. & Hudson R.....100     | 80,428,330         | quarterly         | Jan. '81 4             | Germantown (Ph.).....100          | 1,000,000          | J. & J.           | July '80 5             |
| Cayuga and Susq.....100            | 6,850,400          | F.M.A.N.          | Feb. '81 3             | New York and Harlem.....100       | 5,500,000          | J. & J.           | Jan. '81 4             | Girard College (Ph.).....100      | 500,000            | J. & J.           | July '81 3             |
| “ pref.....100                     | 769,600            | F. & A.           | June '80 3             | “ pref.....100                    | 1,500,000          | —                 | —                      | Grand St. and Newton.....100      | 170,000            | J. & J.           | July '71 2             |
| Central of Georgia.....100         | 7,500,000          | J. & D.           | Apr. '78 24            | “ City Line.....100               | 2,000,000          | —                 | —                      | Green & Coates St. (Ph.).....100  | 500,000            | J. & J.           | July '79 6             |
| Central of New Jersey.....100      | 18,663,200         | quarterly         | Jan. '81 31            | New York & Long Br. *.....100     | 2,000,000          | —                 | —                      | Heston, Mantau & Fairm.....100    | 2,050,000          | J. & J.           | Jan. '75 11            |
| Central Ohio.....100               | 2,425,000          | J. & J.           | Jan. '81 31            | New York Elevated.....100         | 6,500,000          | quarterly         | Oct. '80 21            | Highland.....100                  | 600,000            | J. & J.           | Jan. '80 4             |
| “ pref.....100                     | 400,000            | J. & J.           | Feb. '81 3             | N. Y., Lake Erie & West.....100   | 77,107,700         | —                 | —                      | Lomb. & South St. (Ph.).....100   | 105,000            | A. & O.           | Oct. '79 24            |
| Central Pacific.....100            | 54,275,500         | F. & A.           | Feb. '81 3             | “ pref.....100                    | 8,146,700          | J. & J.           | July '80 5             | Lynn and Boston.....100           | 200,000            | — & —             | —                      |
| Chemung.....100                    | 380,000            | quarterly         | July '80 14            | N. Y., N. H. & Hartf.....100      | 15,500,000         | J. & J.           | July '80 5             | Malden and Melrose.....100        | 200,000            | — & —             | —                      |
| Cheshire, preferred.....100        | 2,155,300          | J. & J.           | July '80 14            | N. Y., Provid. & Boston.....100   | 3,000,000          | quarterly         | Feb. '81 2             | Metropolitan (Boston).....100     | 1,500,000          | J. & J.           | Jan. '81 4             |
| Chicago and Alton.....100          | 10,003,400         | M. & S.           | Mar. '81 4             | Ning. Bridge & Canand.....100     | 1,500,000          | J. & J.           | July '80 3             | Middlesex (Boston).....100        | 550,000            | M. & N.           | Nov. '80 31            |
| “ pref.....100                     | 2,425,400          | M. & S.           | Mar. '81 4             | North Carolina.....100            | 4,000,000          | M. & S.           | Mar. '80 3             | N. Y., Bay Ridge & Jam.....100    | 102,540            | —                 | —                      |
| Chicago, Burl. & Quincy.....100    | 81,004,456         | M. & S.           | Dec. '80 2             | N. Eastern (S.C.) pref.....100    | 90,000             | M. & N.           | Nov. '77 4             | Ninth Avenue (N.Y.).....100       | 797,320            | — & —             | —                      |
| Chi., Clin. & Dub. & Minn.....100  | 9,168,000          | A. & O.           | Apr. '79 31            | North Pennsylvania.....100        | 4,527,150          | quarterly         | Feb. '81 1             | Orange and Newark.....100         | 282,556            | — & —             | —                      |
| Chicago, Iowa & Nebraska.....100   | 3,916,200          | J. & J.           | Jan. '81 4             | Northern Central.....100          | 5,842,000          | A. & O.           | Jan. '81 21            | People's (Phila.).....100         | 206,054            | —                 | —                      |
| Chi., Mil. and St. Paul.....100    | 15,404,261         | A. & O.           | Oct. '80 31            | Northern Central.....100          | 3,085,400          | J. & D.           | Dec. '80 3             | Philadelphia City.....100         | 475,000            | J. & J.           | Jan. '81 6             |
| “ pref.....100                     | 12,274,453         | A. & O.           | Oct. '80 31            | Northern New Jersey.....100       | 1,000,000          | J. & J.           | July '77 2             | Philadelphia and Darby.....100    | 200,000            | J. & J.           | July '77 2             |
| Chicago & N. Western.....100       | 14,983,287         | J. & D.           | Dec. '80 3             | Norwich & Worcester.....100       | 2,604,400          | J. & J.           | Jan. '81 5             | Phila. and Grey's Ferry.....100   | 284,775            | J. & J.           | Jan. '78 2             |
| “ pref.....100                     | 21,528,353         | quarterly         | Feb. '81 1             | Ogden & Lake Champl.....100       | 3,077,000          | J. & J.           | July '78 2             | Pbg. Alleg. & Manchester.....100  | 200,000            | quarterly         | Apr. '78 2             |
| Chicago, R. I. & Pacific.....100   | 30,000,000         | F. & A.           | Feb. '81 21            | “ pref.....100                    | 2,000,000          | A. & O.           | Apr. '78 4             | Ridge Avenue (Ph.).....100        | 750,000            | A. & O.           | Apr. '80 11            |
| Chicago & West Mich.....100        | 6,151,000          | F. & A.           | Feb. '81 21            | Ohio and Mississippi.....100      | 20,000,000         | quarterly         | Mar. '75 31            | Second Avenue (N.Y.).....100      | 1,199,500          | J.A.J.O.          | Apr. '78 2             |
| Cin., Ham. & Dayton.....100        | 3,800,000          | A. & O.           | Oct. '80 2             | Old Colony.....100                | 4,030,000          | J. & D.           | Mar. '75 31            | Second & Third St. (Ph.).....100  | 982,100            | quarterly         | Jan. '79 3             |
| Cin. Band. & Cleve. pref.....100   | 429,037            | M. & N.           | Nov. '79 4             | Oregon Railway & Nav.....100      | 4,435,000          | quarterly         | Feb. '81 2             | 17th & 19th streets (Ph.).....100 | 500,000            | J. & J.           | Jan. '78 4             |
| Clev. Col. & Ind. & Ind.....100    | 14,991,800         | F. & A.           | Feb. '81 5             | Oswego and Syracuse.....100       | 482,400            | F. & A.           | Aug. '80 14            | Sixth Avenue (N.Y.).....100       | 750,000            | M. & N.           | Nov. '77 5             |
| Cleveland & Mahoning.....100       | 2,567,569          | M. & N.           | Nov. '79 4             | Panama.....100                    | 7,000,000          | quarterly         | Feb. '81 5             | South Boston.....100              | 113,000            | M. & N.           | Nov. '80 3             |
| Cleveland & Pittsburgh.....100     | 11,238,160         | quarterly         | Dec. '80 2             | Paterson and Hudson.....100       | 832,000            | J. & J.           | Jan. '81 4             | Third Avenue (N.Y.).....100       | 2,000,000          | F.M.A.N.          | Nov. '80 4             |
| Columbus and Xenia.....100         | 1,758,200          | M.J.S.D.          | Dec. '80 2             | Paterson and Newark.....100       | 250,000            | J. & J.           | Jan. '81 4             | 13th & 15th street (Ph.).....100  | 1,000,000          | J. & J.           | Jan. '75 14            |
| Colum. & Hooking Val.....100       | 2,500,000          | F. & A.           | Feb. '81 4             | Paterson and Ramapo.....100       | 248,000            | J. & J.           | Jan. '81 4             | 23d street (N.Y.).....100         | 600,000            | J. & J.           | Jan. '79 4             |
| Concord.....100                    | 1,600,000          | M. & N.           | Nov. '80 5             | Pemb. & Hightstown.....100        | 342,150            | J. & J.           | July '80 3             | Union (Boston).....100            | 374,300            | J. & J.           | Jan. '80 5             |
| Concord and Porta.....100          | 350,000            | J. & D.           | Oct. '80 31            | Pennsylvania.....100              | 58,870,200         | M. & N.           | Nov. '80 4             | Union (Phila.).....100            | 400,000            | J. & J.           | July '80 7             |
| Concord & Passump Riv.....100      | 2,176,700          | F. & A.           | Feb. '81 2             | Peoria & Bureau Val.....100       | 1,200,000          | F. & A.           | Aug. '80 4             | West Philadelphia.....100         | 400,000            | J. & J.           | July '77 10            |
| Con. & Passump Riv.....100         | 2,100,000          | J. & J.           | Jan. '81 4             | Philadelphia and Erie.....100     | 6,004,300          | J. & J.           | —                      | CANALS.                           |                    |                   |                        |
| Con. & Passump Riv.....100         | 1,292,950          | J.A.J.O.          | Jan. '81 4             | “ pref.....100                    | 2,400,000          | J. & J.           | Jan. '75 4             | Chesapeake & Delaware.....100     | 1,983,503          | J. & D.           | June '75 2             |
| Cumbe. land Valley.....100         | 241,900            | A. & O.           | Oct. '80 4             | Phil. Ger. & Norristown.....100   | 1,626,250          | M.J.S.D.          | Dec. '80 8             | Delaware Division.....100         | 1,633,350          | —                 | —                      |
| “ 1st pref.....100                 | 241,900            | A. & O.           | Oct. '80 4             | Philadelphia & Reading.....100    | 32,726,375         | quarterly         | Jan. '78 24            | Delaware and Hudson.....100       | 20,000,000         | F. & A.           | Aug. '76 4             |
| “ 2d pref.....100                  | 241,900            | A. & O.           | Oct. '80 4             | “ pref.....100                    | 1,551,800          | quarterly         | July '78 31            | Delaware and Raritan.....100      | 5,847,400          | quarterly         | Jan. '81 24            |
| Danbury and N. Wales.....100       | 400,000            | quarterly         | Jun. '80 11            | Phila. and Trenton.....100        | 1,250,100          | quarterly         | Jan. '81 24            | Lehigh Coal & Navigat.....100     | 10,848,550         | J.S.D.M.          | Sept. '76 3            |
| Dayton & Michigan.....100          | 2,401,528          | A. & O.           | Jan. '81 2             | Phila. Wil. & Balt.....100        | 11,572,700         | J. & J.           | Jan. '81 4             | Monongahela Navigat.....100       | 1,003,500          | J. & J.           | July '79 1             |
| “ pref.....100                     | 1,211,250          | quarterly         | Jan. '81 2             | Pittab. Ft. W. & Chi.....100      | 19,714,285         | quarterly         | Jan. '81 11            | Morris (consolidated).....100     | 1,025,000          | F. & A.           | Feb. '78 2             |
| Delaware.....100                   | 1,584,400          | quarterly         | Feb. '81 14            | “ Special Imp.....100             | 5,504,300          | quarterly         | Jan. '81 14            | “ (preferred).....100             | 1,175,000          | F. & A.           | Feb. '78 5             |
| Del. & Bound Brook.....100         | 25,200,000         | quarterly         | Aug. '80 24            | Pittab. & N. Adams.....100        | 450,000            | J. & J.           | Jan. '80 24            | Pennsylvania.....100              | 4,337,950          | —                 | —                      |
| Del., Lackaw. & West.....100       | 1,574,000          | F. & A.           | Feb. '81 31            | Portl. Saco & Portam.....100      | 1,500,000          | J. & J.           | July '80 3             | Schuyl. Nav. (common) *.....100   | 1,908,207          | annually          | A. '79 70c.s           |
| Detroit, Lans. & Nor.....100       | 2,503,300          | F. & A.           | Feb. '81 31            | Profile and Franconia.....100     | —                  | —                 | —                      | “ (pref.).....100                 | 2,898,977          | annually          | A. '9 140c.s           |
| “ pref.....100                     | 4,000,000          | A. & O.           | Oct. '80 3             | Providence and Worcester.....100  | 2,000,000          | J. & J.           | Jan. '81 3             | MISCELLANEOUS.                    |                    |                   |                        |
| Dubuque & Sioux City.....100       | 400,000            | J. & J.           | Jan. '81 3             | Republic Valley.....100           | 853,000            | quarterly         | Feb. '80 2             | Adams Express.....100             | 12,000,000         | quarterly         | Dec. '80 2             |
| East Pennsylvania.....100          | 400,000            | J. & J.           | Jan. '81 3             | Rensselaer & Saratoga.....100     | 6,000,000          | J. & J.           | Jan. '81 4             | American Express.....100          | 18,000,000         | J. & J.           | Jan. '81 24            |
| East Mahanoy.....100               | 392,950            | J. & J.           | Jan. '81 3             | Rhode Island & Mass.....100       | 175,575            | — & —             | —                      | Amoskeag Manuf. Co.....100        | 3,000,000          | J. & D.           | Dec. '80 5             |
| East Tenn. Va. & Ga.....100        | 1,988,374          | —                 | —                      | Richmond & Peterb.....100         | 1,003,600          | J. & J.           | Jan. '81 3             | Calumet and Hecla Mining.....100  | 100,000            | F.M.A.N.          | Feb. '81 31            |
| Eastern (Mass.).....100            | 4,997,000          | J. & D.           | Dec. '80 24            | Richmond & Peterb.....100         | 1,003,600          | J. & J.           | Jan. '81 3             | Central Mining Co.....100         | —                  | —                 | —                      |
| Eastern (N. H.).....100            | 492,500            | J. & D.           | Dec. '80 24            | Roch. & Genesee Val. *.....100    |                    |                   |                        |                                   |                    |                   |                        |



**Lehigh and Wilkesbarre Coal Co.**

The large interest held by the Lehigh Coal and Navigation Co. in the stock and securities of the Lehigh and Wilkesbarre Coal Co. will cause the following statement of the financial condition of the latter company to be read with interest. It comes from a reliable source:

|   |              |
|---|--------------|
| Total capital stock outstanding.....                          | \$8,700,000  |
| Prior lien bonds (bearing 6 per cent interest—\$264,000)..... | \$4,400,000  |
| Prior lien bonds (bearing 7 per ct. interest—\$22,400).....   | 320,000      |
| Consolidated bonds (bearing 7 p. ct. interest—\$805,000)..... | 11,500,000   |
| Income bonds (bearing 7 per cent interest—\$248,710).....     | 3,553,000    |
| Total interest, \$1,340,110, and bonded debt.....             | 19,773,000   |
| Total debt and capital.....                                   | \$28,473,000 |

**Connecticut and Passumpsic Rivers R. R.**

The earnings of this road for the years ending June 30, 1879 and 1880, were:

|                      | 1879.        | 1880.        |
|----------------------|--------------|--------------|
| From passengers..... | \$194,276 34 | \$228,463 52 |
| " freight.....       | 294,477 18   | 365,747 58   |
| " mails.....         | 18,125 97    | 17,300 20    |
| " express.....       | 8,042 99     | 9,500 00     |
| " rents.....         | 10,022 93    | 9,275 96     |
| " interest.....      | 19,193 62    | 27,260 72    |
|                      | \$544,142 03 | \$657,547 98 |

**Expenses, viz:**

|                         |              |              |
|-------------------------|--------------|--------------|
| Passenger expense....   | \$39,271 96  | \$46,727 35  |
| Freight expense.....    | 37,721 00    | 41,756 88    |
| General expense.....    | 16,485 71    | 21,948 62    |
| Cars and locomotives..  | 62,736 56    | 85,228 63    |
| Oil and waste.....      | 5,955 51     | 6,163 68     |
| Road repairs.....       | 83,754 40    | 148,976 72   |
| Wood.....               | 40,994 66    | 37,108 43    |
| Losses and bad debts..  | 5,492 45     | 2,911 10     |
| Bridges.....            | 4,730 00     | 8,199 83     |
| Tools and machinery..   | 3,905 61     | 1,741 31     |
| Stationery and printing | 3,534 63     | 4,005 59     |
| Shop expense.....       | 5,116 75     | 4,656 27     |
| Insurance.....          | 5,950 40     | 4,803 35     |
| Stations and buildings. | 3,380 76     | 12,370 04    |
| Taxes.....              | 5,417 11     | 5,010 37     |
|                         | \$324,447 51 | \$431,408 17 |

Net earnings.....\$219,694 52 \$226,139 81

From which has been paid—

|                                     |            |
|-------------------------------------|------------|
| Interest on bonds.....              | \$130,610  |
| Dividend February, 1880.....        | 38,592     |
| Dividend August, 1880.....          | 51,456     |
|                                     | 220,658 00 |
| Interest received by treasurer..... | 16,100 02  |
|                                     | \$5,481 81 |

Leaving a balance of.....\$21,581 83  
Add surplus from previous year.....105,393 84

Making a total of.....\$126,980 17  
Paid for 200 freight cars.....118,150 00

Leaving a surplus of.....\$8,830 17

Compared with the previous year the gross earnings show an increase of \$113,405 95, with an increase in the expenses of \$106,960 66, making an increase in net earnings of \$6,445 29. The report says:

There has been laid in the track during the year, 1,600 tons of steel rails, 412 tons of new iron rails, and 40,920 new sleepers; 3,866 rails have been repaired and relaid.

The track is greatly improved from last year, and is now in better condition than ever before.

One thousand four hundred tons of steel rails, and eight tons of iron rails more than last year have been laid in the track, and all charged to current expenses.

We think that a liberal amount of steel rails for the year, chargeable to current expenses, would have been 1,000 tons. The extra 600 tons of steel rails, the forty new cars built at shops, and the six iron cars purchased, cost about \$51,825, which, taken from the amount charged to expenses, would leave the net earnings \$277,964 81, instead of \$226,139 81 as the account is made up, and is equivalent to two per cent on the stock.

The opening up of business on completion of the Montreal, Portland and Boston Railroad to Lunenburg, and the completion of the South-Eastern Railroad to Sorel, together with the contract made with the Portland and Ogdensburg Railroad (Vermont division) in October last, rendered it imperative on us to make a large increase to our freight cars, in order to accommodate the increase of business; and in addition to the forty cars built at our shops, we purchased two hundred freight box cars of the Wason Manufacturing Company of Springfield.

These cars have all been delivered, and are in service. We now find that our supply of cars is not up to the requirements of the road. These two hundred cars cost \$118,150, and have been paid for from the former surplus of earnings, \$105,393 84, added to this year's surplus of \$21,581 83, leaving the surplus of earnings now on hand, \$8,830 17.

You will see from this that we have been able to add two hundred and forty new freight cars to our equipment without increasing our construction account or incurring a debt. Our present floating debt is entirely for amount expended in obtaining and completing the Montreal, Portland and Boston Railway, which is now operated and controlled by the South-Eastern Railway, and we are now receiving interest monthly on all the money expended in that road. The present floating debt is \$313,008 57; to offset which we have good notes on which we are receiving interest at six per cent, \$319,006 86.

There have been built at the company's shops at Lyndonville, 35 box and 5 butter cars at a cost of \$20,825, and 6 second hand iron freight cars purchased at a cost of \$2,100, also one first class passenger car at a cost of \$3,500—all of which has been charged to the current expenses for operating the road. The equipment of the road now consists of 28 locomotives, 14 passenger, 9 mail and baggage, 440 box, 380 platform, 100 stock, 9 saloon, 2 boarding house and 3 crane cars, besides the necessary number of snow ploughs, gougers, gravel, wood, push and hand cars.

The number of miles run by passenger trains was 259,643; by freight trains, 184,358; by wood and gravel trains, 5,077—total, 449,078, against 422,076 in 1879.

The number of passengers carried in 1880 was 156,934, against 135,494 in 1879; and the number carried one mile 6,174,878, against 4,400,575.

Tons of freight carried, 219,604, against 186,115; tons carried one mile, 13,670,452, against 8,574,448.

**BALANCES, August 25, 1880.**

|   |                |
|---|----------------|
| Construction.....                                   | \$3,447,825 29 |
| South-Eastern Railway Co. notes.....                | 302,323 00     |
| Missisquoi and Cyde Rivers R. R. Company.....       | 225,000 00     |
| South-Eastern Railway Co.....                       | 100,000 00     |
| Memphremagog House.....                             | 26,416 14      |
| Cashier, including stock and materials on hand..... | 141,989 02     |
| Land notes.....                                     | 7,105 01       |
| Mt. Washington Railroad stock.....                  | 13,600 00      |
| Bank of Montreal, London.....                       | 5,415 72       |
| Steel Rails.....                                    | 48,000 00      |
| Cash.....   | 4,197 47       |

\$4,321,874 65

|  |              |
|--|--------------|
| Notes payable.....                                     | \$254,008 57 |
| Notes, payable July 1, 1881.....                       | 123,000 00   |
| Stock issued.....                                      | 2,175,700 00 |
| Reserve.....   | 275,250 28   |
| Premium on bonds.....                                  | 11,193 06    |
| Lyndon Lands.....                                      | 1,784 12     |
| Dividends due prior to Aug. 1, 1880, uncalled for..... | 2,423 64     |
| Coupons not presented.....                             | 3,184 81     |
| Bonds, payable April 1, 1893.....                      | 1,436,500 00 |
| Earnings.....  | 8,830 17     |

\$4,321,874 65

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Superintendent.—H. E. FOLSOM, Lyndonville, Vt.

**New York, Lake Erie and Western R. R.**

The gross earnings, working expenses and net earnings of the New York, Lake Erie and Western Railroad for the month of December, 1879 and 1880 were:

|                       | 1879.          | 1880.          |
|-----------------------|----------------|----------------|
| Gross earnings.....   | \$1,398,244 55 | \$1,726,788 16 |
| Working expenses..... | 1,048,476 65   | 1,229,605 55   |

Net earnings.. \$349,767 90 \$497,182 61—showing an increase in gross earnings of \$328,543 61, in working expenses of \$181,128 90, and in net earnings of \$147,414 71.

From October 1 to December 31, inclusive, the gross earnings, working expenses and net earnings were:

|                       | 1879.          | 1880.          |
|-----------------------|----------------|----------------|
| Gross earnings.....   | \$4,627,777 06 | \$5,424,035 90 |
| Working expenses..... | 3,004,085 32   | 3,294,743 86   |

Net earnings.. \$1,623,687 74 \$2,129,292 04—showing an increase in gross earnings of \$396,258 84, in working expenses of \$230,654 54, and in net earnings of \$505,604 30.

**Interest and Dividends.**

The North Pennsylvania Railroad Co. have declared a quarterly dividend of 1½ per cent (less five per cent for the contingent fund), payable February 25.

The Delaware Division Canal Company has declared a dividend of one dollar per share, payable February 15.

The St. Louis, Alton and Terre Haute Railroad Company have declared a dividend of 8 per cent on the preferred stock, payable February 19.

The Chicago and Alton Railroad Company have declared a semi annual dividend of 4 per cent on the preferred and common stock, payable March 1.

The Detroit, Lansing and Northern Railroad Company has declared a dividend of 3½ per cent, payable Feb. 15.

The Ontario Silver Mining Company has declared its regular monthly dividend of fifty cents per share for January, payable Feb. 15 at the office of Wells, Fargo & Co., No. 65 Broadway.

## Railroad Law.

## COTTER VS. THE FRANKFORD AND SOUTHWARK RAILWAY CO.

A failure of a railway train to stop on signal does not justify a boy of twelve years of age in jumping upon the cars while in motion.

An invitation to jump upon the train by one not in charge of the train, or authorized by the company, does not render the company liable.

Sar rule for new trial.

Opinion by ELCOCK, J. January 22d, 1881.

This action was to recover damages for injuries sustained by a boy aged twelve years, by the alleged negligence of the defendants. The plaintiff resided at Frankford, 23d Ward, and was in the habit of riding on the defendants' road each morning by a six o'clock train to Bromley's Mills, at Germantown avenue and York street, at which place he was employed. The defendants' use in that section of the city a dummy engine and two of the ordinary passenger street cars as a train. The defendants' train had stopped at Unity street, Frankford, to take on passengers, and had started again, when the plaintiff states he signalled the engineer to stop, and as he did not stop, he ran towards the train, and in attempting to get on the platform of the middle car his foot slipped and he fell under the wheel, and his leg was so crushed and injured that it had to be amputated. As an excuse for attempting to get on the car the plaintiff testified that on a former occasion one of his fellow workmen at Bromley's Mills, who was allowed by the company defendant to act as brakeman on the six o'clock train in the morning, in consideration of a free ride, said to him as he got on the car that he was young, and should run and jump on the car. This was denied by the witness on the other side, and witnesses were also produced who testified that they had warned the boy against jumping on the car while in motion.

All the facts were left to the jury, who found in favor of the plaintiff, \$4,500.

The degree of care required of a child of tender years is always a question of fact for the jury, and what is negligence per se in an adult, might not be so in one of tender years. But an important question in this case is, what duty was owing by the defendant to the plaintiff. The train was bound to stop on his signal, and on failure to do so, the defendant would be liable in damages resulting therefrom, if loss of employment or otherwise; but it would be irrational to say that a failure on the part of those in charge of the train to stop would justify any one old enough to travel alone in attempting to get on a moving train as a passenger. The duty to the plaintiff did not, therefore, extend to his personal safety when not on the train as a passenger, nor to his safely getting on, unless the train had stopped. The question, therefore, whether an invitation was given by the officers or agents of the company to the boy to get on became the turning point of the case. If, on the occasion in question, the agent of the defendants, having charge of the train, had invited the boy to get on while the train was in motion, it would be a fair question for the jury whether he was justified in taking such a risk.

But here the statement made to the boy, that he was young, and could run and jump, was made

at a different time, and possibly under different circumstances. It can hardly be supposed that such an invitation would extend to getting on the cars without regard to the rate of speed, or the time or place.

But was the invitation given by any one having authority to bind the company? The brakeman, who is said to have given the instruction alluded to by the plaintiff, was not a regular brakeman on the cars, but was a fellow employee in the mill with the plaintiff, and well known to him. By the ordinary duties of brakeman he has no authority over the management of the train, or to regulate the loading or unloading of the train, or to direct the conduct or ingress or egress of the passengers. His simple duty is to attend to the brake. To permit the idle remarks of one without authority, or a mere volunteer, to bind the company would be unreasonable. Thus, in *Flower vs. Penna. R. R.*, 69 Penna. St. 210, a fireman who had invited a boy of tender years to get on the tender of the engine at a station, and who was killed while thus acting, by the negligence of the employees of the road, in allowing the balance of the train to run into the engine, it was held that the engineer or fireman had no authority to invite any one on the engine, and that the company consequently was not liable.

This brakeman had no authority to change any rule of the company or to waive any legal rights they may have in regard to regulating their mode of receiving or discharging their passengers. It was not within the scope of his authority. The train was in charge of a regular conductor and engineer, who had the lawful control of it. The question was not raised upon the trial, and the whole subject went to the jury upon the question whether any invitation was given by the brakeman. The jury, therefore, we think had too much latitude, and as the evidence does not establish a case of negligence on the part of defendants, a new trial must be granted. Rule absolute.—[Legal Intelligencer.

NEGLECTANCE—BY RAILWAY COMPANY IN NOT MAINTAINING WATCHMAN AT LEVEL CROSSING—ENGLISH HIGH COURT OF JUSTICE, EXCHEQUER DIVISION, JUNE 12, 1880—CLARKE V. MIDLAND RAILWAY COMPANY.

The defendants' railway crossed a level crossing which was some twenty yards distant from a foot bridge. Both the crossing and the bridge were private crossings intended for the use of persons employed in a neighboring manufactory. About thirty yards from the crossing was a box where a railway man was commonly stationed, who was sometimes shouted to by persons wishing to pass the level crossing with carts, and answered "All right." The plaintiff, a boy of eleven years of age, who was employed at the manufactory, having occasion to go over the line, was waiting at the level crossing until one train had passed, but was knocked down and severely injured when in the act of crossing by another train, which he had not observed, and which was passing in the opposite direction immediately afterward. At the trial there was evidence that the bridge was dirty and not lighted at the time of the accident; that the train did not whistle; that the plaintiff knew the bridge, having crossed it several times; and that the man at the box used to bring out a stick to stop him from going over the bridge, but that when the accident happened he was not present. There was no evidence to show what the man's special duties were, or whether he had any duties in respect to foot-passengers.

Upon this evidence the judge was asked to nonsuit the plaintiff, but held, on further consideration, that there was evidence of negligence to go to the jury, and that the conduct of the railway man was a distinct breach of duty which amounted to negligence and contributed to the accident.

This case, which was tried before Stephen, J., and a jury, was reserved for further consideration upon the question as to whether or not the plaintiff ought to have been nonsuited at the trial on the ground that there was no evidence to go to the jury of negligence on the part of the defendants, and was argued on the 10th of May by Harris and Stanger, for the plaintiff, and by Mellor, Q. C., and Carter, on behalf of the defendants. The facts of the case fully appear in the written judgment which was now (June 12) delivered by

STEPHEN, J.—This was an action for personal injury caused to the plaintiff by the alleged negligence of the defendants. The plaintiff was a little boy in the employ of Mr. Cox, a manufacturer near Nottingham. The Midland Railway ran in the neighborhood of Mr. Cox's manufactory, and upon it were a level crossing and a foot-bridge at a distance of twenty-five yards from each other, both being private crossings intended for the use of the persons employed in Mr. Cox's manufactory. At the time of the accident the bridge was in a dirty state, and was not lighted. There was a box thirty yards from the gate, but it did not appear how far it was from the bridge. A man was commonly stationed there, who, when a cart had to pass at the level crossing, was sometimes shouted to by the carters, and replied "All right." There was no evidence to show what his special duties were, or whether he had any duties with respect to foot-passengers, but there was evidence that at the time of the accident he was not there. The plaintiff was sent by a carter, also in Mr. Cox's service, and who had first crossed the line, to look for some sacks which had dropped from the cart on the other side of the line. He crossed at the level crossing and was returning by it. As he came back he saw a train coming, and waited until it had passed. He then went on to the line and was knocked down and severely injured by another train which he had not observed, and which was coming from the other direction. There was some evidence that the train did not whistle. The boy said: "I know the bridge; I had been across the bridge several times. A railway man in the box sent us back. I don't know his name; he used to bring a stick out." In cross-examination he said: "It was to stop us from going over the bridge, not to stop us from playing on the line, that he brought the stick out." No witnesses were called on behalf of the railway company. Upon this evidence I was asked to nonsuit the plaintiff, and I reserved for further consideration the question whether I ought to do so, but at the request of the plaintiff's counsel, I asked the jury the following questions, and received from them the following answers: 1. Was there negligence on the part of the railway in not whistling and not lighting the lamps on the bridge, and by the man's neglecting duty specially imposed on him? Answer—Yes. 2. Was there contributory negligence on the part of the boy in going on the line rashly? Answer—No. 3. Could the railway company have avoided



the accident which happened by the exercise of ordinary care and diligence? Answer—Yes. 4. What are the damages? Answer—£300. The question is whether I was warranted in leaving these questions to the jury by the evidence in the case, or whether I ought to have decided myself that there were no facts in the case from which they could properly infer negligence. This I think is the effect of *Bridges v. The North London Railway Company*, L. Rep., 7 H. L. 213; 30 L. T. Rep. (N. S.) 844. Many cases were referred to in the course of the argument before me. Nearly all that bear upon the subject are cited in *The Dublin, Wicklow and Wexford Railway Company v. Slatery*, 3 App. Cas. 1155; 39 L. T. Rep. (N. S.) 365. I do not think it necessary to say more on the subject than that the cases of *Stubley v. London and Northwestern Railway Company*, L. Rep., 1 Ex. 13; 13 L. T. Rep. (N. S.) 376; *Walker v. Midland Railway Company*, 14 L. T. Rep. (N. S.) 793; *Cliff v. Midland Railway Company*, L. Rep., 5 Q. B. 258; 22 L. T. Rep. (N. S.) 882, and *Ellis v. Great Western Railway Company*, L. Rep., 9 C. P. 551; 30 L. T. Rep. (N. S.) 874, seem to me to establish that mere absence of warning at a level crossing, whether in the shape of the presence of a watchman or in the shape of whistling, are not in themselves either negligence or evidence of negligence, unless there are circumstances of special danger, as in the case of *Bilbee v. London and Brighton Railway Company*, 18 C. B. (N. S.) 584; 13 L. T. Rep. (N. S.) 146, or in the case of *The Dublin, Wicklow and Wexford Railway Company v. Slatery* (sup.). If, therefore, the absence of whistling and the absence of the watchman were the only points in the case, I think the plaintiff ought to be nonsuited. I am of the same opinion as to the absence of lights from the bridge. I see no evidence that either that fact or the dirty condition of the bridge in any way contributed to the accident, nor do I see that any means were suggested by which the railway might, by the exercise of ordinary care, have avoided the accident. The only point on which I think the verdict can be supported is the evidence that the man at the box frightened the boys away from the bridge. This would amount to a distinct breach of duty, that is to say, to negligence and something more; and though it is true that I did not put, and was not asked to put, to the jury any specific questions on the subject, I think that as it was uncontradicted, the jury might reasonably infer from it that the man had misconducted himself, and did contribute to the accident by frightening the little boy (who was only eleven years old) into crossing the railway at a dangerous place. There will, therefore, be judgment for the plaintiff for £300 damages with costs.

Judgment for the plaintiff.—[*Albany Law Journal*.]

#### Another California Railroad.

The Sierra Iron Company having a capital of \$1,200,000, of which \$250,000 has been subscribed, and more than \$10,000 paid in, filed in the office of the county clerk at San Francisco on the 25th ult. a declaration of its intention to proceed immediately to survey a railroad route, and to build and equip a two-foot gauge railroad from Oroville

along the Feather river, through American valley, Mohawk valley, Sierra valley and Beckwith Pass to the State line, there to connect with a railroad now being constructed from Reno, and following a route in the direction of Beckwith Pass, Long valley, Honey lake valley, to the State of Oregon. This declaration includes the privilege of constructing a branch line of railroad from the Middle Fork of Feather river, near Eagle creek, by Jamison creek to the Sierra iron mines, and thence to Downieville, Sierra county, distance 25 miles; also, privilege of constructing a branch railroad from Oroville to the Sacramento river, via Chico, distance 28 miles.

#### The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending January 29, and for the year to the same date, compared with their respective amounts carried to the same time last year:

|                                  | Week.  | 1881.   | 1880.     |
|----------------------------------|--------|---------|-----------|
| Reading Railroad ...             | 88,966 | 975,495 | 1,187,806 |
| Schuylkill Canal....             | .....  | .....   | 88,041    |
| Lehigh Valley .....              | 59,721 | 728,495 | 704,621   |
| Del., Lack. & Western.           | 61,114 | 247,216 | 215,744   |
| Shamokin Valley ....             | 17,402 | 69,374  | 68,064    |
| Central New Jersey .             | 80,649 | 247,833 | 283,779   |
| United R. R. of New Jersey ..... | 26,057 | 107,366 | 81,961    |
| Pennsylvania Coal ..             | 17,598 | 67,945  | 43,279    |
| Delaware and Hudson              | 48,151 | 198,572 | 303,810   |
| Huntingdon & Broad               | .....  | .....   | .....     |
| Top Mt. ....                     | 9,770  | 35,888  | 31,847    |
| Penn. and New York.              | 18,264 | 183,664 | 186,665   |
| Clearfield, Pa. ....             | 32,879 | 130,745 | 198,548   |

The total tonnage of anthracite coal from all the regions for the week ending Jan. 29, as reported by the several carrying companies, amounted to 301,270 tons, against 364,223 tons in the corresponding week last year, a decrease of 62,953 tons. The total amount of anthracite mined for the year is 1,524,704 tons, against 1,569,395 tons for the same period last year, a decrease of 44,691 tons. The quantity of bituminous coal sent to market for the week amounted to 65,627 tons, against 93,329 tons in corresponding week last year, a decrease of 27,702 tons. The total amount of bituminous mined for the year is 281,122 tons, against 364,125 tons for the corresponding period last year, a decrease of 83,003 tons. The total tonnage of all kinds of coal for the week is 366,897 tons, against 457,552 tons in corresponding week last year, a decrease of 90,655 tons, and the total tonnage for the coal year is 1,805,826 tons, against 1,933,520 tons to same date last year, a decrease of 127,694 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of January was 165,665 tons, of which 117,225 tons were coal and 48,448 tons coke. The total tonnage for the year thus far has been 495,083 tons, of which 347,270 tons were coal and 147,813 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended January 29 were 20,116 tons, and for the year 99,287 tons—a decrease of 44,198 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 16,743 tons, year, 85,151 tons; decrease as compared with 1880, 44,623 tons. Chesapeake and Ohio Canal, none; decrease as compared with 1880, 2,684 tons. Pennsylvania Railroad—week, 3,373 tons; year, 14,136 tons; increase over 1880, 3,009 tons. The annual official report of the output of the mines of the Cumberland region shows that the total during 1880 was 2,186,160 tons, an increase of 406,499 tons over the previous year, and the heaviest output since 1875.—[*Phila. Ledger*, Feb. 7.]

The extension of the Scioto Valley Railroad

from Portsmouth to Ironton, Ohio, was opened for business on the 7th inst.

#### The New Fuel.

A new liquid fuel for generating steam an exhibition of which was recently given in Jersey City, has attracted a great deal of attention. It is claimed for it that it will so reduce the expense of generating steam as to make it possible to run a locomotive from New York to Philadelphia for \$1 instead of \$25, as now, with coal. It is described as follows: To produce combustion nothing more is necessary than by means of an atomizer to unite dry steam and crude petroleum, only a common inch pipe being used for this purpose, one for steam and the other for oil, with cocks to regulate the flow. Junction is made within six inches of the perforated brick retort, which a nozzle closes instantly. On a match being applied, the whole interior furnace, an ordinary reverberating smelting furnace, becomes intensely heated, so much so that all exposed surfaces may be easily fused. If applied to a steam boiler on a locomotive or on ship board, it is only necessary to place retorts, made of fire clay, on grate bars, thus protecting the boiler plates from injury.

OFFICE OF THE ONTARIO SILVER MINING Co.,  
No. 18 WALL ST., NEW YORK, Feb. 5, 1881.

#### DIVIDEND NO. 64.

THE REGULAR MONTHLY DIVIDEND OF Fifty Cents per share has been declared for January, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 15th inst.

Transfer-books close on the 10th inst.

H. B. PARSONS, Assistant Secretary.

NEW YORK, February 1, 1881.

THE THIRTY-SEVENTH SEMI-ANNUAL CASH dividend of the Illinois Central Railroad Company, on its entire share capital, being THREE AND A HALF (3½) PER CENT thereon, will be paid by the undersigned March 1, 1881, to shareholders as registered at 2 p. m. on the 11th inst., after which and until the 4th March, the transfer books will be closed.

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The surveys between the Indianapolis city line, and Springfield, Ohio, for the eastern extension of the Indiana, Bloomington and Western Railway have been completed. It is proposed to have the road in operation between Indianapolis and Columbus, Ohio, by the 1st of December. The grading will be commenced as soon as the line is decided upon.

The Lake Superior iron mines produced 1,975,062 tons of ore last year, and 48,502 tons of pig metal. The product of ore since 1856 has been 15,309,132 tons, and of pig metal 790,277 tons.

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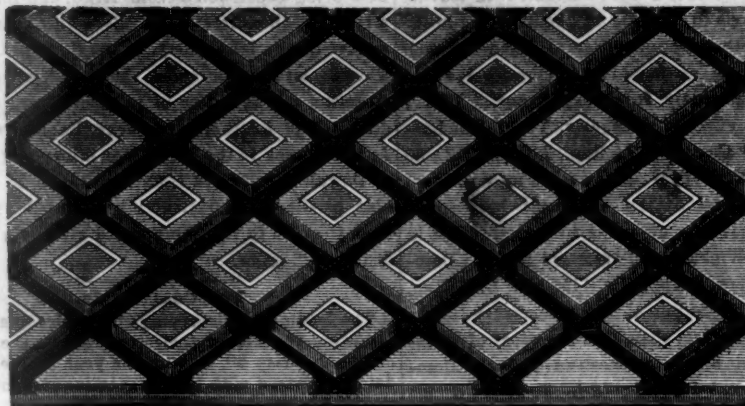
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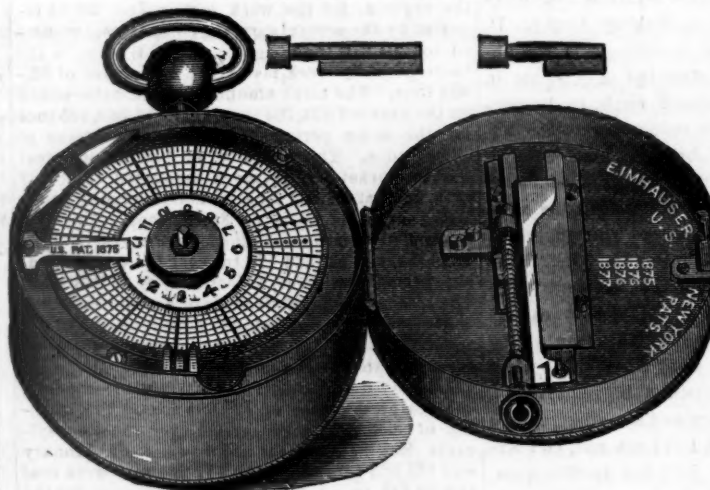
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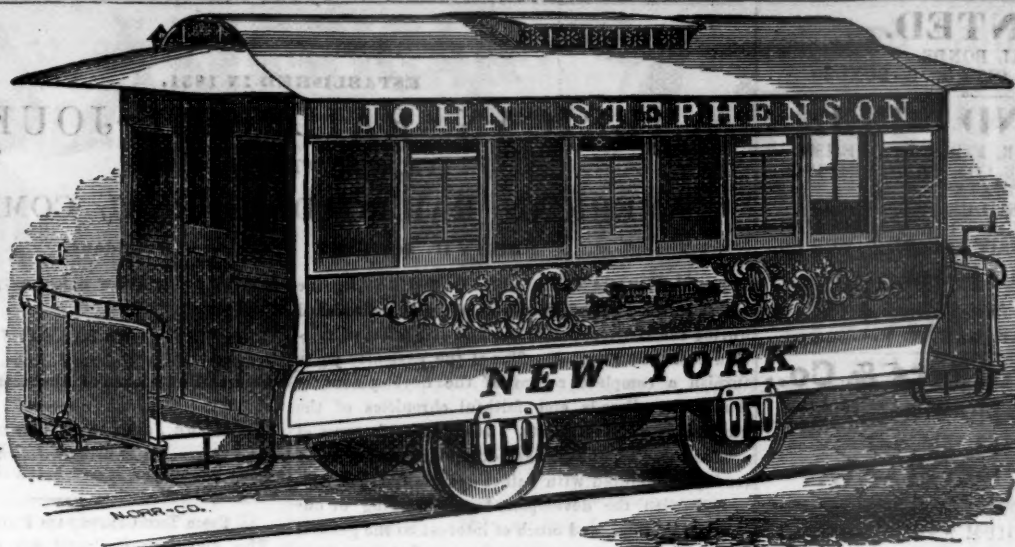
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